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2.30 „ „ 5.00 „ „ 15 „
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TIME-TABLE.
On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)
DOWN TRAINS

Stations	No. 14 Local	No. 12 Local	No. 6 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 13 Through Exp	No. 15 Mixed 3rd Class Passenger & Goods	No. 17 Local	No. 21 Local	No. 23 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.			8.00		8.45		1.30				
SHEK LUNG arr.			9.11		11.30		4.53				
dep.			9.13		11.45		4.50				
Shum Chun arr.			11.07		2.30		6.45				
dep.	Sundays only		11.12	8.07	4.30	11.40	6.55	From 16th Sept. to 15th April	1.55	5.06	8.11
Sheungshui dep.		7.34		8.13	4.57	11.45			2.01	5.08	8.17
Fanling dep.		7.54		8.18	5.03	11.53			2.08	5.10	8.24
Taipo Market dep.		7.48		8.29	4.54	12.03			1.57	5.20	8.31
Taipo dep.		7.58		8.34	5.00	12.08			2.01	5.25	8.36
Shatin dep.		8.21		8.57	5.16	12.23			2.24	5.40	9.1
Yaumati dep.	7.27	8.14		9.01	5.20	12.28			2.28	5.53	7.00
Hunghom dep.	7.31	8.30		9.07	5.33	12.41		From 16th Sept. to 15th April	2.16	5.59	7.06
KOWLOON arr.	7.34	8.33		9.10	5.41	12.44	7.25		2.19	6.02	7.09

UP TRAINS

Stations	No. 4 Local	No. 4a Local	*No. 6 Through Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Sectional	No. 16 Local	*No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves H.K.	6.25	6.55	7.55	8.51	9.15	10.15	11.55	1.00	1.55	4.25	5.15	6.05
KOWLOON dep.	6.43	7.10	8.07	8.55	9.40	10.25	12.00	1.15	2.15	4.55	5.25	6.25
Hunghom .. dep.	6.47					10.28	12.06	1.23		4.56		6.30
Yaumati .. dep.	6.54	7.16		9.02		10.32	12.11	1.28		5.02	5.31	6.35
Shatin .. dep.	7.06			9.20		10.50	12.24	1.40		5.14		6.47
Taipo .. dep.	7.19			9.34		11.03	12.37	1.53		5.27		7.01
Taipo Market dep.	7.23			9.37		11.07	12.41	1.57		5.31		7.05
Fanling .. dep.	7.36			9.51		11.19	12.51	2.07		5.41		7.15
Sheungshui dep.	7.39			10.16		11.23	12.55	2.11		5.45		7.19
Shum Chun arr.	7.46		9.50	10.21		11.28	1.00	2.16		5.50		7.26
dep.	—		9.55	11.06		—	1.40	—		—		—
SHEK LUNG arr.	—		10.47	11.53		—	2.31	—		—		—
dep.	—		10.54	11.57		—	—	—		—		—
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Shataukok ...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

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THE STRAITS SHIPPING REQUISITION CASE.

THE JUDGMENT.

STRONG COMMENTS ON GOVERNMENT'S ACTION.

Mr. Justice Barrett-Lennard delivered judgment in the Supreme Court, Singapore, last week, in the case of the Eastern Shipping Company *versus* the Attorney-General.

This was an action brought against the Attorney-General as the representative of the Crown claiming (1) a declaration that the plaintiffs are entitled to compensation for the unauthorised expropriation by the Crown of nine steamships belonging to the plaintiffs.

(2) a declaration that the plaintiffs are entitled to compensation in respect of the unavoidable deterioration of certain marine stores left in their hands when such expropriation took place.

and (3) a declaration that the plaintiffs are entitled to have such compensation assessed by or under the direction of the Court.

The Attorney-General confessed the right of the plaintiffs to declarations (1) and (2). The answer made to the prayer for declaration No. 3 was that the steamships were requisitioned by the Governor in exercise of the power for that purpose vested in him by clause 6 of an Imperial Order in Council dated October 28th, 1896, which was published in the Dependency on August 6th, 1914, and that under clause 13 of such Order any compensation due to the plaintiffs must be assessed by a Board consisting of five persons, of whom one shall be a Judge or Stipendiary Magistrate, two shall be Officers, either in the Service of the Civil Government or His Majesty's Naval or Military Service, and the other two shall be inhabitants of this Dependency. The plaintiffs' counsel stated that no objection would probably have been raised to the tribunal described if the Chairman of it had been one of the Judges of the Supreme Court. But the learned counsel intimated that the plaintiffs will not voluntarily refer their claims to such a Board as the Government constituted.

His Lordship in the course of his judgment reviewed the arguments in the case and said:—The notion that the Crown, in the exercise of the prerogative, can, during a period of peace, subject the inhabitants of a British Dependency to obligation wholly at variance with the fundamental concepts of our constitution is so startling that I should be slow in yielding assent to it. It is not, however, necessary to reach any conclusion upon the point for three reasons.

First, the plaintiffs' ships were expropriated on the 5th of October, 1918, when this Empire most certainly was at war, and the legislation no doubt justified. Thus it may very well be that if such expropriation were lawful, the resulting claim for compensation ought to be assessed in the manner mentioned in clause 13 of the Order of 1896.

THE EXPROPRIATION.

Secondly, I am of opinion that the plaintiffs' ships never were expropriated in exercise of any powers conferred upon the Governor of this Dependency.

Thirdly, and in the alternative, the Crown is not now at liberty to invoke clause 13 of the Order of 1896. Clause 6 enacts: "The Governor may require any person to supply any animals, vehicles, ships, boats, or other personal property belonging to or under the control of such person, to the Government, if such property be required in aid of or in connection with the defence of the Colony, and in default of the person supplying the same, may seize and take possession of and retain any such animals, vehicles, boats, or other personal property for such purposes." Clause 4 of the amending Order enables the Governor to delegate the power above set out to the naval or the military authorities in the Colony. The notice of the intention to seize the plaintiffs' ships is contained in a letter in the subjoined form. It is addressed to the plaintiffs' Managing Director and is signed by the Colonial Secretary, Mr. F. S. James.

"Sir, In view of the refusal of your Directors to sign the Charter-party under the 'Liner Requisition Scheme' I have to give you notice that as from the 7th instant your vessels

s.s. *Pangah* s.s. *Perak* s.s. *Perlis*
s.s. *Jin Ho* s.s. *Renong* s.s. *Trang*
s.s. *Omapere* s.s. *Pin Seng* s.s. *Ghirbi*

will be removed from your management and in future be run and managed by Mr. Quah Beng Kee.

"2.—You will, therefore, hand over all necessary documents and supply all information to that gentleman, as he may require."

This is not such a notice as the Orders in Council contemplate. Persons whose property was about to be seized had an absolute right to a notice or other document signed by the Governor, or by one of the persons mentioned in the amending Order in Council, and containing a recital or reference to clause 6 of the Orders in Council. In my opinion it was incumbent on the Governor to pursue strictly the authority given to him.

With reference to my third proposition, the Governor in Council, in order to place the plaintiffs entirely at the mercy of the Crown, deliberately elected to waive any possible title traceable to the Orders in Council. In my opinion that election cannot now be ignored in order to force the plaintiffs before a Board to the constitution of which they object. I have now disposed of all the defences.

In my opinion that plaintiffs are clearly entitled to the three declarations which they seek and to the costs of this action. The plaintiffs urge that the first declaration should be prefaced with an expression of opinion on the part of the Court that the Crown wrongfully trespassed upon and converted the nine ships to its own use. There is no occasion for any expression of opinion in the formal Order as to the ground on which the liability to pay compensation rests. The plaintiffs do not suggest that the measure of the compensation depends in any way upon the errors made by Officials. Therefore, the question as to whether such acts were tortuous or innocent is, in this action, of

(*Continued at foot of next column.*)

academic interest only. But if the plaintiffs had sued persons who purported to act under Governmental authority, it would have been of the greatest importance from the view-point of such persons to establish that the seizure was not in invitos. For this reason, I abstain from expressing the view which I have formed upon the point.

"SOME COMMENTS.

Before parting with the case, I think it desirable to comment on two matters. First, there would, probably, have been no trial at all had the Colonial Secretary shewn wisdom and toleration during the negotiations with the plaintiffs' Board of Directors. His view as to the rights of the Crown was quite unfounded, and yet he sought to enforce it by language and other conduct calculated to outrage the feelings of the gentlemen in question and awaken great anxiety as to whether adequate compensation ever would be paid. As to the official attitude subsequent to the seizure of the ships, the best comment, perhaps, is that the Attorney-General's advocate has not advanced one word in defence of it. This brings me to the last matter. I noticed, not with surprise, but with regret, that neither of the Law Officers thought it incumbent on him to appear at the bar. Now, according to an usage grown venerable with age and not lightly to be broken in upon, the highest Courts in England and in every British Dependency expect that the Attorney-General will conduct before them cases to which the Crown is a party, if of great public importance or difficulty. It is not, in my opinion, consistent either with the dignity of this Court or with that of the Government that the ancient practice to which I have referred should be neglected. But I hope it will never be imagined that the Court is not sensible of the debt which it owes to those advocates in private practice who discharge the forensic duties of the present Law Officers. The Court is fully satisfied as to their capacity, but is of opinion that their presence alone in important Crown cases is hardly consistent with the spirit of our constitution.

HOTEL RESPONSIBILITY.

ACTOR'S CLAIM AGAINST EUROPE HOTEL.

Judgment in the action for $500 damages, brought by Mr. Phil Carlton, of the Bandman Opera Co., against the Europe Hotel, Singapore, for articles alleged to have been stolen, was given by Mr. P. A. F. David in the District Court last week.

His Honour said: "In this case the plaintiff's claim was for the loss of a despatch box and its contents which he alleged was abstracted from the bedroom in the defendant's hotel some time during the night of January 11th, 1921. Evidence was given by the plaintiff and his servant to the effect that the box was taken to the room, with other luggage, in the afternoon. The plaintiff left the room at 8 o'clock and the servant half an hour later. The latter says he locked the door but when he returned at 10 it was open. In spite of this fact he did not look to see whether his master's property was in order, but went to sleep on the verandah and later in the bathroom above. He admits that he did not lock the door, and it seems probable that he did not even close it properly, for it was still open when the plaintiff himself returned after midnight. The plaintiff did not call the boy to explain this fact, neither did he look to see whether his valuable box was safe, but he went straight to bed and discovered the loss in the morning. From the story told by these two witnesses it seems fairly certain that the door was left open and unguarded from 8 o'clock onwards.

There was some suggestion that the whole story of the box and its loss was invented by the plaintiff for the purpose of explaining his failure to deliver certain accounts to his employer. I do not consider it necessary to express any opinion on that because I think there is ample evidence of negligence on the part of the plaintiff and his servant sufficient to relieve the defendants from liability. Judgment for defendants.

THE LAND BOOM IN SHANGHAI.

A few weeks ago, says the *N.-C. Daily News*, we alluded to the land boom now taking place in Shanghai, with particular reference to the eagerness with which plots along municipal roads were being snapped up. One of the most interesting of these recent sales, particularly in view of the name the place bears, is The Skipper's Folly, a property far out on Hungjao Road. The land here has realized Tls. 1,200 per mow. Folly indeed, the Skipper was a farseeing man, as probably he bought that particular lot for about Tls. 150 a mow. It is difficult to know what to think about this present boom. Prices in almost every case are above the economic value of the property, and it seems safe to say that there will be a reaction sooner or later. But will the reaction be in the nature of a collapse? The Chinese who are the principal buyers of land apparently think not. Their object is to find a safe medium for their money, and apparently they are content to look for a return a few years hence when the constant appreciation of values will show decent profits. From an old resident of the Settlement we have, however, a note of warning. He points out that something of this kind happened in the eighties when a considerable boom was followed by an equal slump, bringing ruin to many. At that time, as to-day, he points out, the advertisements in the papers were all for offices to let and very few houses, yet shortly afterwards people were glad to let these offices as flats. It is difficult to discover whether any real parallel between the two cases exists, but one is never far wrong in looking to history for guidance.

THE WORLD THEATRE.

Tuesday, 9th to Thursday, 11th August.

9.15 p.m.

THE WONDERFUL DRAMATIC PRODUCTION

"THE VENGEANCE OF THE WILD"

Starring

CHARLES WHEELOCK & LORAINE OTTO.

Pathe's Gazette and Romeo & Juliet Comedy.

2.15 P.M. & 7.15 P.M. 13th & 14th Episodes of MOON RIDERS.

5.15 p.m. "TO HONOUR & OBEY".

[1166

"LAMMIT" ASBESTOS-CEMENTS SHEETS

The ideal material for Hot climates.

For roofs, partitions & ceilings.

It is light & strong.
It does not conduct heat.
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It does not rust or corrode.
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[1128

For SORES of all Sorts!

Whatever your skin trouble—be it a simple cut or a festering sore—Zam-Buk is the one healer you can absolutely rely upon. This rare balm is unequalled for injuries sustained either in the home or workshop, for wounds that fester and get poisoned, for burning eczema and disfiguring sores, and for itching piles.

Within a box of Zam-Buk are stored the most valuable *healing, soothing and antiseptic properties* known to Science. Zam-Buk is of purely vegetable origin and contains no lard or rancid animal fat whatever, as do common ointments, and its wonderful character makes it of priceless value.

The daily successes of Zam-Buk in all parts of the world definitely prove that it is the world's greatest healing agent!

Of all Chemists & Dealers in Hongkong, Shanghai, etc.
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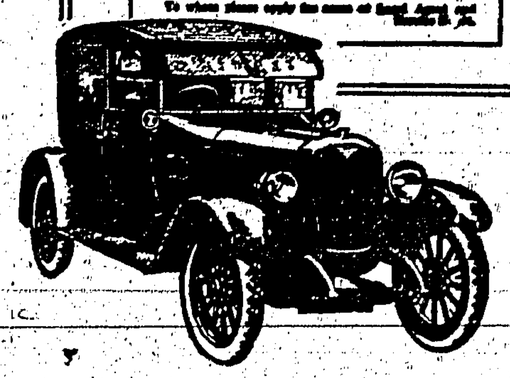
1172

The **AUSTIN TWENTY**

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Built at the largest automobile works in the Empire and of world-wide fame for the remarkable successes it has attained in trials and tests, the Austin Twenty demands the instant attention of overseas motorists. In the Austin Twenty you have a super-car at a moderate price. It is a thoroughly tested car, built upon proven principles, and particularly suitable for overseas conditions. Get in touch with local distributors.

Austin MAIN DISTRIBUTING AGENTS AND SERVICE DEPOT



THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England

"THE BANKER OF CANTON."

A CHINESE DRAMA AT THE MAGISTRACY.

Owing to continued and increasing popularity, the Chinese drama, in which Fate, in the twentieth century, seems to have plagiarised Shakespeare's "The Merchant of Venice" was transferred to a larger theatre, at the Magistracy, yesterday. Some hundreds of people besieged the place for admission and, as the larger Court was available, Mr. Lindsell sat there to hear the evidence. A solid mass of people, wedged together like sardines in a box, and beyond the reach of fans, listened with the utmost intentness to all that passed.

This is the case in which a Canton banker charges his runaway concubine and her lover with the theft of a valuable collection of jewellery, and the extradition of the fugitives is sought by the Canton authorities.

Mr. T. M. Hazlerigg (Assistant Crown Solicitor) is for the prosecution and Mr. G. K. Hall Brutton defends the fugitives.

The hearing, yesterday, was devoted to evidence for the defence. The woman, who is good-looking and intelligent, gave her evidence with great clearness. She related the history of every piece of jewellery in Court; some she received from her sister; some she had had made or adapted at her own expense, and the remainder, she said, the banker gave her. She gave details of transactions with the Tung Shing jewellery firm at Canton and these statements were confirmed by reference to the books of the firm.

This part of the evidence was obtained by photographs. Mr. H. K. Woo, who is with Mr. Brutton in the case, took a Hongkong photographer to Canton, had the books and entries photographed, and the characters translated. The photographs and translations were produced and sworn to in Court.

As to a bangle which the woman said she had had made at another Canton store, Mr. Woo was able, in the witness box, to point out the Chinese characters, which represented the name of the firm, engraved on the inner side of the ring.

This concluded the evidence for the defence and the Court has next to consider the question, raised by the defence, of the status of the Canton Government, whether that Government is recognised by the Powers and whether it is entitled to apply for extradition of fugitives from justice.

Remarking that argument might be saved if he came to a conclusion in favour of the defence, the Magistrate said he would confine himself to considering whether there was a *prima facie* case against the two fugitives, and give his decision on that point at the next hearing, which was fixed for Monday next.

SIGN THE PETITION
FOR
CONSTITUTIONAL REFORM
AND SHOW THAT
YOU ARE PROGRESSIVE.

CURIOUS INCIDENT IN A CEMETERY.

CHARGE OF UNLAWFUL EXHUMATION

An explanation that they "desired to dry the bones of their ancestors" was given by two Chinese charged, at the instance of the Sanitary Board, with exhuming a body without a permit.

Sanitary Inspector Allen said that a sexton who saw the defendants removing the bones told them to stop working on the grave, but they took no notice of him. The second defendant had for some time behaved in the cemetery as if he were in charge of it. The Sanitary Board had been endeavouring to catch him for some time, and had been successful owing to an improvement in the supervision of the cemetery.

The sexton said that, on July 28th, he saw the defendants working on a grave in the cemetery. They had just finished filling the grave. He did not actually see them digging the grave. He was of the opinion that the bones had been removed from another grave and put in a more desirable plot. The grave must have been dug by the defendants during the previous night.

The Magistrate said that he could not convict the defendants on the evidence before him.

Inspector Allen said that the sexton was a bit stupid in giving his evidence; he was not accustomed to Police Court proceedings. When the Inspector visited the cemetery, the sexton pointed out a newly opened grave to him. He was positive that no permit had been issued by the Sanitary Board for such work to be done. He also saw a recently filled grave.

The Magistrate said the evidence was insufficient, and discharged the defendants.

ROBBERY ON LOWER ALBERT ROAD.

A Chinese, whom the police suspect of other "snatching" outrages, was charged before Mr. R. E. Lindsell, yesterday, with having snatched a pair of ear-rings set with diamonds, worth $700, from a Chinese woman, in Lower Albert Road, on Tuesday.

The man was alleged to have snatched the ear-rings from the woman's ears with such violence that she was badly hurt. The woman chased the thief, and kept him in sight until he was caught by a Chinese constable. The ear-rings were concealed in the man's mouth.

SPORT.

GOLF.

ROYAL HONGKONG GOLF CLUB.

The following are included in the water hazards on the main course at Fanling:—12th hole ("Gem"), drain to right; 18th hole, drain crossing in front of tee and drain to left of bunker in front of green.

The following handicaps have been fixed:—E. J. R. Mitchell, 2; A. K. Mackenzie, 5; Capt. M. Glover, 8; R. K. Valentine, 8; H. C. Shrubsole, 18.

THE INTERPORT SWIMMING CONTEST.

Interest in the coming Interport contest at Hongkong has been overshadowed during the past few days, says the *N.-C. Daily News*, by the approaching League polo matches for the John Johnstone Cup.

An Interport contest is always the happiest and most looked-forward to event of any sports season. A swimmer of the local Clubs would immediately feel indignant were an outsider to suggest that Shanghai is not going to send a team to Hongkong. But the fact remains that considerable difficulty is being experienced by all the clubs in getting together a list of men who are sufficiently promising swimmers and at the same time can be relied upon to be sure of absenting themselves from business for a fortnight. As luck will have it, many of the best Shanghai swimmers have lately returned from leave, to the United Kingdom, and some feel very dubious about having another fortnight's "holiday" so soon after their return. Fetherstonhaugh, of the Rowing Club, one of the best short distance swimmers we have, is one who will probably find it impossible to get away.

CHARGE OF ILL-TREATING A "MUI TSAI."

A Chinese woman, apparently well-to-do, was charged, before Mr. G. N. Orme, at the Magistracy, yesterday morning, with assaulting her *mui tsai*. The child, who appeared to be about 6 years old, exhibited a badly bruised back to the inspection of the Magistrate.

On the application of Mr. Longinotto, who had been instructed for the defence, the hearing was fixed for Thursday next, at noon.

THE WAR IN KWANGSI.

IMPENDING ATTACK ON LUNGCHOW.

A big battle is reported to be impending at Lungchow between the Kwangsi and Cantonese forces. Lungchow is near to the border of Annam and the remnants of the defeated armies of Kwangsi are reported to have concentrated there, strongly fortified the place and rejected the terms of surrender made to them by the Commander of the Cantonese forces. It is stated that the Cantonese Commander demanded the surrender of 20,000 rifles, and that the Kwangsi Commander would agree to surrender only 10,000. If the surrender cannot be effected by negotiation a Cantonese Army will advance upon Lungchow.

THE GREAT SLUMP IN MALAYA.

AMAZING FIGURES.

Official statistics of the trade of Malaya for the first half of the year shows a decrease of $705,460,042 as compared with the corresponding half of last year. The decrease is about equally shared by imports and exports. The loss for the half year is over 57 per cent. of the whole trade of Malaya.

SCENE AT SHANGHAI BANK.

There was an exciting interlude at the Hongkong and Shanghai Bank at Shanghai on the 2nd instant, when in the busy time of the forenoon's banking transactions an attempt was made by a Polish citizen to get away with a roll of banknotes valued at $1,000 which he had picked up from the floor and which had been inadvertently dropped by Captain C. C. Williams, of Messrs. Butterfield & Swire's river steamer *Woosung*. The Pole, it is believed, hid the money in his hat as soon as he picked it up, says the *Mercury*, but Capt. Williams, immediately missing his money, seized the man who had been standing near him and had him searched. The money was then recovered and the man placed under arrest. He was removed to Central Police Station and will be charged at his Consulate with the theft.

GERMAN PROPERTY IN CHEMULPO.

It is announced from Seoul that German real estate in Chemulpo consisting of 180,000 *tsubo* of city and suburban land with 23 houses, estimated to be worth a million yen, all of which has been under the control of the Government since Japan's entry into the world War, will shortly be sold at public auction. It may also be obtained by private contract with the appraising committee, applying through the Chemulpo Prefectural Office. It will be the largest public auction ever held in Korea.

At a recent meeting of the council of the Mercantile Marine Service Association, Mr. Gershom Stewart, M.P., was unanimously re-elected hon. treasurer of that body. A native of Greenock, he spent his early years in the Wirral, was educated at Mostyn House, Park Gate, and later at Bishop Vesey's Grammar School, Sutton Coldfields. He was at one time a member of the Hongkong Legislative Council, and was elected M.P. for Wirral Division of Cheshire in 1910.

SCOTTISH SPORT.

THE GLENEAGLES TOURNAMENT.

MITCHELL'S COLOSSAL DRIVING.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 15th.

In the great Gleneagles tournament the match play stages worked themselves out to give us probably the best possible final we could have got. Jock Hutchison at his best might have put up a more successful fight than Kirkwood did on the last day, though Hutchison's reputation as as a match player must be said to have receded a little after his tie with Mitchell. To be five holes up on your man at the seventh hole and four up at the eleventh, and then to lose, is to suggest a doubt that you have the qualities of a successful match player. Hutchison was playing superlative golf. He had gone out in 36 to Mitchell's 42. Then the position was completely reversed. Mitchell began to play like a man inspired, crashing his way home by the most colossal hitting one has ever seen. And just as Mitchell began to improve so Hutchison fell off. He did not play bad golf; but he could not get the right figure at several holes, and Mitchell winning five of them in succession stood one hole up with two to play, and eventually won the match on the home green.

This match was the turning point alike in Mitchell's form and in his fortunes. He crushed poor Willie Watt by golf which, in the gale that blew, was positively uncanny. Ockenden, in next day's semi-final, was once a hole in front. For the rest he was as a man beating his head against a solid wall. In the end he was simply overwhelmed by Mitchell's phenomenal driving. Mitchell's driving was indeed one of the features of the tournament. It was more notable even down the wind than when he was playing against it. He seemed to take full advantage of it when he was behind, hitting his ball high in the air as if it would never come down again. He made some of the long Gleneagles holes look extremely easy. They are good two-shot holes to ordinary mortals: Mitchell played them down the wind with a drive and a short mashie pitch, while against the wind he crashed his way on to the longest with two colossal shots off his wooden clubs.

Kirkwood, having disposed of such sterling golfers as Vardon, Havers, and Renouf, then fell to the all-conquering Mitchell. Most people thought it would turn out a better fight than it did. Kirkwood had made a great name for himself as a match-fighter and as a golfer, but though he lost nothing in reputation as a man with the heart for a big occasion, his golf in the final was hardly up to the standard it had been in his earlier rounds. Somehow he never looked like winning. Certainly he never once got in front in the 30 holes they played, and only for one brief hole did he have the match all square. For one thing, he found far too many bunkers, and generally his game had just a little less then its usual accuracy. He had very little luck. He is only 24, and of all the overseas men he is the one who most impressed.

Hagen is a brilliant golfer when the conditions suit him. On a calm day he could possibly turn out the par figures with a regularity exceeded by no other man; but give him a fresh wind blowing in from the sea or over the Perthshire moors, and Hagen is a lost soul.

Young Havers is now, by general consent the man of the future.

Vardon and Braid were the best of the older men. Indeed they performed phenomenally up till the match-play stages, for in the stroke competition they finished among the first half-dozen out of such a field. It was a bad round on the Queen's course that mainly contributed to Taylor's failure to qualify, and it was only a tendency to miss short putts that in the end settled the fate of the other two. They are wonderful old gentlemen, these three of the old brigade. Every time they play they have us asking ourselves whether they can ever safely be put on the shelf.

Duncan and Massy, last year's winner and runner-up, failed in the stroke test, and went into the shades of the Consolation Competition; but they gave us there a glimpse of their own real selves with scores which, had they played them earlier, would have put them safely among the last sixteen.

SPORT GOSSIP.

Considerable surprise was occasioned when it was announced that Sandy Herd was not included in the British Professional team which met the Americans at Gleneagles. But there was no omission on the part of the selectors. The ex-Open Champion elected not to play in the tournament, preferring to reserve himself for the forthcoming Open Championship at St. Andrews. Herd is having some trouble with his knee, and there was always the possibility that the hilly Perthshire course might jeopardise his ability to compete in the Open.

Mr. W. L. Hunter, the Amateur Golf Champion, will unfortunately not play in the Open Championship. He wired the Championship Committee as soon as he knew he could obtain release from his postal duties. But his entry was too late. As one writer points out,—"The Open Championship without him is not exactly 'Hamlet' without the Prince, for our amateurs have been well down the list for a good many years; but Hunter is just the type of player who might have rivalled, if he did not excel, the performances of the late Jack Graham."

Mr. L. M. Balfour-Melville says he intends to play more cricket this year than he has done for some time. He is a strong believer in keeping fit, and never finds himself in better condition than when on the cricket field or the golf links. He is a positive marvel: it is 50 years since he first played International Rugby for Scotland.

(*Continued at foot of next column.*)

THE U.S. NAVAL HOSPITAL AT YOKOHAMA.

SHORTLY TO BE CLOSED.

The United States Naval Hospital in Yokohama, one of the oldest of American institutions in Japan, is to be closed permanently soon by order of the United States Navy Department, for reasons of economy.

The present lease on the 1,200 tsubo of ground on the Bluff on which the United States Naval Hospital is located was made, the *Japan Advertiser* says, in 1871 and is so worded that the real estate will revert to the Japanese Government when it is no longer needed for its present purpose by the United States Government. The present building, a pretentious brick structure, was built in 1907 and owing to its size and location at the top of Camp Hill has been a landmark in Yokohama for the last 15 years. Neither its original cost nor the probable manner of its disposition are known here now.

Though the present lease of the property at 99 Bluff dates back to 1871, the United States Naval Hospital has existed in Yokohama for 53 years, having been founded in the year 1868, but a few years after the United States became interested in the Far East. It was a very necessary and useful institution when the United States fleet made its virtual headquarters at Yokohama. Battleships of the American Asiatic squadron would cruise Oriental waters and intermittently drop anchor in Yedo Bay for a couple of months at a time.

In 1898, however, when following the war with Spain the United States acquired the Philippine Islands, Manila was made the headquarters for the American naval vessels in the Far East and since that time the importance of the Yokohama institution has declined. For some years after Manila came into the possession of the United States, quite a large number of convalescence cases were evacuated to Yokohama from Manila and China during the summer months, as cases are now brought to the British Naval Hospital from Hongkong. But there is now a naval hospital at Baguio, in the mountains of the Philippines, which is suitable for such cases in the hot weather. During the last two years, Doctor Spear said, the hospital has not been used to a great extent, as a rule three or four being the maximum number of cases. Quite a number of patients have been brought from China ports for operations at the Yokohama institution.

The personnel of the hospital consists of Captain Spear, who is the physician and surgeon and the commanding officer, one chief pharmacist, one chief pharmacist's mate, eight bluejackets, rated as pharmacists's mates, and 17 civilian *employés*. There are at present three patients, two Americans and one Chinese. Doctor Spear has been in command of the hospital for a little longer than two and a half years.

HOUSING ACCOMMODATION.

An interesting case decided by the Bombay High Court was a suit by a Japanese company for the possession of a block of flats purchased for four lakhs to provide accommodation for its staff. The occupants, who were English commercial men, pleaded the Rent Act, and declined to quit. The court decided that the occupation of the premises for the housing of the firm's staff was sufficient cause for gaining possession under the Rent Act, and felt fortified in this view because special provision had been made in the English Act. After the firm had spent four lakhs on the purchase of the property it would be the grossest injustice to prevent them from putting it to the use for which it was intended. It would be tantamount to expropriation, and the subject of the Rent Act was not the expropriation of the landlord, but the prevention of profiteering. A decree was, therefore, passed in favour of the plaintiffs for vacant possession.

CRICKET

Owing to weather, scoring was variable in last week's cricket. Two Scottish County Championship matches provide fair samples of the happenings throughout Scotland; at Aberdeen 17 wickets fell for 191, and at Dunfermline almost double the number were scored for the same number of wickets, and both matches were drawn. Aberdeenshire were in a fair way to inflict a second defeat on Perthshire, who, unless they make a rapid recovery in form, will be out of the competition. After an inauspicious opening the Fifeshire batsman, for the second time this season, obtained the mastery over the Clackmannan County bowlers, but the latter's batsmen managed to play time out. The issue in the Western Union Championship is being gradually narrowed, and although it is early in the season to single out any club as prospective champions, it is probable that the title will change hands; Clydesdale, the present holders, seem to have lost their grip.

The East *v.* West match was spoiled by rain, and arrived at no result.

SCOTTISH COUNTIES CHAMPIONSHIP.

Aberdeen, 115; Perthshire, 76 for 7.
Fifeshire, 208 for 9 closed; Clackmannan, 150 for 8.

WESTERN UNION CHAMPIONSHIP.

Poloc. 198 for 8; Clydesdale, 97.
Ayr, 225 for 8; West of Scotland, 212.
Uddingston, 197; Kelburne, 175.

PUBLIC SCHOOLS' CHAMPIONSHIP.

Watson's, 138; Glenalmond, 133.
Merchiston, 198 for 5; Fettes, 92.

CLUB MATCHES.

West of Scotland, 193 for 9 closed; East of Scotland, 148 for 7.
Glas. H.S., 127; Greenock, 131 for 3.
Edin. Univ., 117; Perthshire, 157.
Glas. Univ., 115 for 9; Aberdeen Univ., 113.
Glas. Academicals, 186 for 7; Fergusiie, 127.
Edin. Academicals, 163; Stewartonians, 95.
Stenhousemuir, 195 for 9 closed; Stirling County, 97 for 9.
R.H.S. F.P., 88; Watsonians, 83.
Drumpellier, 89; Carthe, 56.
Fotfarshire, 134; Arbroath United, 54.
Carlton, 95; Drumpellier, 61.

Carpets——

We have recently received a new Stock from England, so are now in a position to invite inspection of this department.

Seamless Axminster Carpets, which are woven in one piece; and in sizes suitable for any average room.

Boultonia Carpets—a machine-made article presenting many unique features of the more expensive Eastern productions.

Wilton and Tapestry Carpets which are ideal for moderate wear in any room.

Art Carpets— Specially recommended for bedrooms. These are made in beautiful and Harmonious Colourings at a very low figure.

Anglo-Orient Reversible Rugs giving 2 wearing surfaces instead of the usual one.

Mohair Rugs in all colours.

We have also a few Body and Border squares which we are offering at prices below to-day's cost.

Lane, Crawford & Co.

DICK'S
PATENT.
UNIVERSAL
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SOLE AGENTS:
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Tel. 1741. HONGKONG.

COLUMBIA
VOCAL RECORDS.

2885	SAY IT WITH FLOWERS— PEGGY	TENOR "
2973	DOWN THE TRAIL TO HOME THE LOVE NEST	" "
2835	I GAVE HER THAT DON'T TAKE ADVANTAGE	BARITONE "
2862	ONCE UPON A TIME A MILLION MILES FROM NOWHERE	" "
2836	YOU AIN'T HEARD NOTHIN' YET COME AND PLAY WITH ME	" "

ANDERSON'S
(THE COLUMBIA SHOP).
[84

Wm Powell Ltd.
TELEPHONE 3146.
HAVE JUST RECEIVED A
SMART SELECTION
OF
THE
POPULAR
BATSWING
BOW
TIE.

These are exclusive goods and are Distinctive in Quality and Design.
WE INVITE INSPECTION.

NEW ADVERTISEMENTS

NOTICE

WE beg to announce that we have been Appointed AGENTS in HONGKONG for the PALATINE INSURANCE COMPANY, LIMITED, as from the 5th August, 1921.

H. SKOTT & CO.

Hongkong, August 10th, 1921. [1308

KOWLOON-CANTON RAILWAY.

UNVEILING OF MEMORIAL STONE AT FANLING.

On SUNDAY, the 14th instant.

ACCOMMODATION for those desiring to be present will be provided on TRAIN leaving Kowloon at 8.00 P.M. Return from Sheung Shui at 6.17 P.M.

By Order.

H. P. WINSLOW,
Manager.

Kowloon, August 10th, 1921. [1309

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of AUGUST, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND at Shamshuipo in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 24 years, less 3 days.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	New Kowloon Inland Lot No. 333.	South-east of New Kowloon Inland Lot No. 331.	feet. As per sale plan	feet.	feet.	feet.	about 4,346	20	3,258

[1310

G. R

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of AUGUST, 1921, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of One Lot of CROWN LAND on New Road from Bowen Road to Wanchai Gap in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental. $	Upset Price. $
1	Inland Lot No. 2561.	On New Road from Bowen Road to Wanchai Gap.	feet. As per sale plan.	feet.	feet.	feet.	about 18,500	108	1,000

[1311

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"CHAKSANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 16th Aug., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, August 10th, 1921. [1312

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at the Club on FRIDAY, the 12th day of AUGUST, 1921, at 5.30 P.M., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1920 and of transacting all other business which ought to be transacted thereat.

R. C. WITCHELL,
Hon. Secretary.

Hongkong, August 8th, 1921. 1298

G R

NOTICE.

THE Public are hereby notified that when TROLLEYS are run to and from across Canton Road, Kowloon, between the Hongkong & Kowloon Godown Co.'s premises and their Timber Yard opposite, a man will be Stationed in the road to give warning to other traffic—by day with a RED FLAG,—by night with a RED LAMP. To prevent accidents the public should pay strict attention to these signals.

E. D. C. WOLFE,
Captain Superintendent of Police.

Hongkong, August 9th, 1921. 1306

INTIMATIONS

WARNING.

NOTICE IS HEREBY GIVEN that the exclusive exhibition rights for China of the Charles Chaplin film called "THE KID" is the property of the FIRST NATIONAL EXHIBITORS CIRCUIT and that these rights have not been sold or leased to any person or firm in China.

Proceedings will be taken against anybody exhibiting fraudulent or stolen copies of this film in China.

A KRISEL,
Counsel for
First National Exhibitors Circuit.

Shanghai, July 20th, 1921. 1249

HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, at NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shewn in the print signed for the purpose of identification by the Chairman of this Meeting.

and also for the followin further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY the THIRTEENTH DAY OF AUGUST, 1921, at NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of $50 each constituting the Company's present Capital of $1,000,000 be divided into 5 fully paid up shares of $10 each so as to make such Capital $1,000,000 consisting of 100,000 fully paid up shares of $10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from $1,000,000 consisting as aforesaid, to $2,500,000 divided into 250,000 shares of $10 each by the creation of 150,000 new shares of $10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of $1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of $1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of $1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of $10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of $1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of $1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforementioned bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.

By Order of the Board,

J. H. TAGGART,
Manager

1192

INTIMATIONS

CONSTITUTIONAL REFORM ASSOCIATION.

PRÉCIS OF PETITION.

THE LEGISLATIVE COUNCIL OF HONGKONG makes the Laws and levies the Taxation for all purposes in the Colony.

This Council is composed of 14 Members—8 Official and 6 Unofficials. All the Officials are obliged to Vote as directed by H.E. THE GOVERNOR, whose will is, therefore, law.

Of these 6 Unofficial Members of Council 4 ARE SELECTED by THE GOVERNOR, and only 2 go through any form of election.

These two are chosen, respectively, by the Chamber of Commerce and the Unofficial Justices of the Peace, the latter of whom are all appointed by THE GOVERNOR. These two bodies number together only about 330 electors. As, however, many belong to both bodies, the actual number of individual voters is less than 330, for some of them have two votes each. THE REST OF THE COMMUNITY HAVE NO VOTE AT ALL.

The Petition, which you are invited to sign, asks the House of Commons to remedy this state of affairs by:—

1. Substituting the principle of election for nomination in the case of the non-Chinese members, so that they may, *in fact as well as in name*, represent those on whose behalf they speak and vote.
2. Granting an unofficial majority of one (subject to adequate safeguards) by increasing the number of unofficial members of Council from 6 to 9.
3. Granting a wider electorate for the above purpose by giving the vote to all British subjects on the Jury List and to those who are qualified for Jury service but exempted from it by reason of their occupations. This would embrace many Government servants and members of the Imperial Forces in the Colony. The representation of the Chamber of Commerce would be left unchanged, as it is felt that the important local commercial and shipping interests require direct and expert representation. The Chinese representation would be increased from two to three members in order to maintain the same proportion as at present. These members would continue to be appointed by the Governor.

H.E. THE GOVERNOR has reported to the Secretary of State for the Colonies in favour of the election of all non-Chinese members and has added that he is agreeable to an increase in the unofficial element provided that the official element is increased accordingly.

He has expressed a doubt, however, whether any change is generally desired.

YOU ARE NOW ASKED TO REMOVE THIS DOUBT BY SIGNING THE PETITION.

Hongkong, August 9th, 1921. 1307

NOTICE.

THE PETITION for a more Representative form of Constitution in Hongkong will be collected from the places where it has been deposited for signature, on MONDAY, 15th inst.

[1303

IN THE CONSULAR COURT OF THE UNITED STATES OF AMERICA AT SWATOW, CHINA.

In re Estate of ALBERT L. WATERS deceased.

CAUSE NO. 1
ESTATE NO. 1.

NOTICE TO CREDITORS.

PURSUANT to an Order of said Court, NOTICE IS HEREBY GIVEN to all persons having claims against the Estate of ALBERT L. WATERS, deceased, to present the same, with vouchers, to the undersigned, at SWATOW, CHINA, on or before January 27th, 1922, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

P. D. KINCAID,
Administrator.

Swatow, China, July 26th, 1921. 1248

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes OK. KX, LM, LN, LR, LU, LW, MA, MK. A, 50,

WANTED.—Competent STENOGRAPHER with knowledge of filing.—Apply Box MN, c/o *Daily Press* Office. 95

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box MI, c/o *Daily Press* Office. 88

FOR SALE.—OVERLAND 5-SEATER CAR 1920 Model in splendid condition, Spare Wheel, Tyre and all accessories. Owner-driven. Price for cash $2,200 or near offer. Reply to Box MQ, c/o *Daily Press* Office. 100

FOR SALE.—4 STEWART TERRACE, Peak.—Apply to H. E. POLLOCK, Princes Buildings. 97

FOR SALE.—ONE LEVIS MOTOR-CYCLE, just arrived, latest Model, two Speed Gear, £75. Apply Box ML, c/o *Daily Press* Office. 91

WANTED

BOOK-KEEPER by an Import and Export firm.

Apply to—

Box No. 1297,
Care of *Daily Press* Office.

1297

TO LET.

GODOWN at Yaumati.

For particulars apply to—

THE HONGKONG LAND RECLAMATION CO., LTD.

1146

INTIMATION

WATSON'S "E" WHISKY



Equal to any—

better than most.

A. S. WATSON & CO. LTD.,

WINE AND SPIRIT MERCHANTS,

Telephone 616.

11

BIRTHS.

MCMEEKIN.—At Shanghai, on August 2nd, to Mr. and Mrs. H. W. P. MCMEEKIN, a son.

WRIGHT.—At Kuling, on July 29th, to Mr. and Mrs. WILLIAM WRIGHT, Hankow, a son.

MARRIAGE.

TEICHMAN—NIVEN.—At Bromley Registry Office, on June 18th, ERIC TEICHMAN, C.I.E., H.B.M. Consular Service, China, to ELLEN CECILIA, widow of Major D. S. NIVEN, O.B.E., 25th Cavalry, I.A.

DEATH.

STONEBREAKER.—At Shanghai, on July 29th, GERALD ARTHUR STONEBREAKER, aged 46 years, a member of the staff of Andersen, Meyer & Co., Ltd.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 11TH, 1921.

THE ANGLO-FRENCH ENTENTE.

Some relief has happily been found from the grave tension created by the conflicting views held by France and Great Britain regarding the settlement of the problems in Silesia. The proceedings at Monday's momentous meeting of the Supreme Council, we are told in the cables to-day, were harmonious, and the final result appears to have been the acceptance of certain proposals made by the British Prime Minister for the issue of fresh instructions to the experts to analyse certain problems on new lines. This disposes for the present of the fear that the Entente might not last another week, and discloses sufficient grounds, we think, for a very firm conviction that a solution will be found which will avoid such a catastrophy as the rupture of the Entente. Colonel HOUSE, who was President WILSON'S right-hand man during the Peace negotiations, writing recently on the subject of the controversy regarding Upper Silesia, said: "There appears to be no satisfactory way out. There is much more at issue than the small though important area in Silesia. Bound up within that restricted horizon large things are at stake. If the Germans are successful in their contentions, the BRIAND Cabinet may fall as soon as the Chamber of Deputies reconvenes in the autumn. If the Polish contention holds, then the WIRTH Government in Germany will almost certainly fall. And both the BRIAND and the WIRTH Governments should continue in office for the present if Central Europe is to have a chance to regain anything like stability." British and French opinion has been divided on vital principles, and perhaps the most that can be said at present is that the decision taken by the Supreme Council postpones a definite breach and offers a means of escape from a deplorable catastrophy. Unfortunately we cannot count upon decisions taken by the Supreme Council being universally accepted. There exists both in France and Germany a public sentiment on these Upper Silesian questions which needs to be satisfied or convinced if there is to be quiet acquiescence in the decisions of the Supreme Council. So far as concerns Great Britain, it cannot be said that the public interest in the Silesian problem extends beyond the desire to see the Treaty provisions justly observed by all parties concerned. It is inevitable, whatever decisions are finally taken, that there will be dissatisfaction in one quarter or another. We can only hope that the grounds for the decisions will be shown to be so convincing as not to justify any disturbance of the existing Governments in Europe, for the overthrow of either the French or the German Government on such a question would in all likelihood give rise to consequences of the most deplorable kind. We have only to consider what would be likely to happen if there were a rupture of the Entente between France and Great Britain over this Silesian question. Colonel HOUSE says the Governments understand that a break with each other would leave each practically without an ally, unless, indeed, Japan can be called the ally of one and Poland of the other. Colonel HOUSE says nothing as to which side the moral support of the other Powers tends. America preserves a sphinx-like attitude. She was represented on the Supreme Council which considered the question, but there is no word to show that her representative was other than a silent observer of the proceedings. The Italian Government on this, as well as on the almost equally important question of the abrogation of the Rhineland sanctions, shares the British point of view, and the French Premier probably recognises that to push French advantage to the extreme would be to alienate the sympathy and moral support of the world. Colonel HOUSE writes of France that she has not much to rely upon except her military strength, "but this is very great. She could for a time easily dominate continental Europe, provided her people united upon such a purpose. There are a number of possible coalitions against her which would surpass her own forces in number of men, but in equipment and staff efficiency there has never been a better military unit than the French Army of to-day. In the long run, however, it would be a mistake for France to exercise this power, especially without the approval of her former allies. Should she so use the power she wields it would ultimately lead to the divorcement of the sympathies of the other Atlantic Powers and would probably leave France the solitary guardian of her rights. Under modern conditions no nation can live safely in isolation." A decision of this character must be regarded as inconceivable if any regard is paid to the stability and recovery of Europe from the most exhausting war in its history.

Dr. K. Schirmer, the acting German Consul, at Shanghai, paid his first official call on Mr. Hsu Yuan, Commissioner of Foreign Affairs, last week.

Word has been received in Shanghai that Dr. C. T. Wang has been offered, and has accepted, the Presidency of the Chinese National University.

Three French aviators recently flew from Indo-China to Bangkok and the occasion was marked by an interchange of very cordial messages between the King of Siam and the Governor of Indo-China.

Major G. W. Olivercona, Engineer-in-Chief of the Board of Conservancy Works of Kwangtung, left, yesterday, by the *Ecuador* for Shanghai and Peking on business connected with the Board.

There is a general strike of "boys" in the tea houses of Canton for an increase of wages. They represent that the cost of living has increased 40 per cent.

Mr. Edgar Warwick has been married to Miss Eileen Dawn at Simla. The members of the Warwick Comedy Company were present in force to witness the happy event.

M. L. Bridou, formerly agent general for the Compagnie des Messageries Maritimes in the East, has been appointed assistant general manager at the head office of the company at Paris.

"Drastic action" the *N.-C. Daily News* says, is threatened by the unpaid men of the Chinese navy in Shanghai if the month's salary recently promised to them by the Ministry of Navy is not forthcoming.

Two well-known French residents of Shanghai died last week. The death of M. Ch. Gayot, Vice-Consul for France, was caused by the bite of a dog. The Rev. Pere Le Cornec, who was 67 years of age, died from heat prostration.

Three bicycles have been stolen recently from Kowloon Ferry wharf. Mr. B. Rasmussen, of Kimberley Road, Kowloon, is the latest sufferer. A Corona typewriter has been stolen from the office of Messrs. Reeves & Co., Woosung Road.

Another device of the opium smuggler was frustrated when the revenue officers investigated operations at a boarding house, No. 139, Connaught Road Central. Illicit opium, packed in Government pots, was sold to boarders. Mr. Orme imposed a fine of $100.

Mr. F. G. Vaux, of Messrs. Wilkinson & Grist, secured an acquittal, before Mr. Orme, yesterday, in the case in which a Chinese revenue officer was charged with stealing $10 from a box, when conducting a search during an opium raid on servants' quarters at The Peak.

Capt. Liddle, of the *Arratoon Apear*, was fined $25 and costs by Mr. Nunn in the District Court at Singapore, last week, for not giving the names of three passengers who arrived in the colony without valid passports on June 10th, they being included among the Chinese deck passengers.

A Danish Royal Visitor to the East is shortly expected in the person of Prince Axel of Denmark who sailed from Copenhagen on June 28th as Captain of the East Asiatic Company's big motor-ship *Asia* for San Francisco. He is a Captain in the Danish Navy and a nephew of Queen Alexandra.

The *China Times* reports that 40 million bags of Japanese salt were sold in Shantung last year, at a profit of $10,000,000. The Salt Gabelle has requested the Government to take action to prevent Shantung people from buying the salt and at the same time to open negotiations with the Japanese Minister.

The *Straits Echo* hears that Commander C. A. Peal, R.N.R., Deputy Registrar of Shipping, Singapore, will go to Penang as acting Harbour Master when Captain D. C. Macintyre retires at the end of August. Commander Peal has recently been Acting Deputy Master Attendant in Singapore in addition to his other duties.

Before Mr. G. N. Orme, at the Magistracy, the Yee Wah firm, charterers of the s.s. *Shuncheong*, were summoned for allowing their ship to be used for the transportation of illicit opium. Chief Revenue Officer Watt said that part of the drug was found hidden behind one of the shelves in the engine-room store-locker. A fine of $1,000 was inflicted.

A number of missionaries, all of whom have seen long service in the interior, and whose leave is considerably overdue on account of the war, are awaiting passages for the homeland at the China Inland Mission compound in Woosung Road, Shanghai. Mrs. Grainger is one of the senior members of the party, having come to China in 1890. Other names include those of Mr. and Mrs. J. S. Orr, who came out in 1898, Mr. H. L. Burne and Mr. W. E. Tyler.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

9 a.m., August 10th.

Cyclone or typhoon E. of Luzon, more than 300 miles distant, moving W. or W.N.W.

2.50 p.m., August 10th.

(1) Cyclone or typhoon S.E. of Naha, moving N.

(2) Cyclone or typhoon E. of the Northern Ladrone or Mariana Islands, direction unknown.

COAL GLUT PROPHECY:

SIGNS OF FULFILMENT.

MUTINY IN PRISON:

CONVICTS OBJECT TO DISCIPLINE.

SUPREME COUNCIL:

DISCUSSION OF NEAR EAST PROBLEM.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SUPREME COUNCIL.

NEAR EAST PROBLEM.

PARIS, August 10th.

While experts are engaged on the Silesian question, the Supreme Council has discussed the Near East problem. Experts presented their reports. Colonel Heywood, formerly attached to the Greek Army, stated that the Greeks' capture of Eskishehr and Afiunkarahissar has conferred a freedom of movement which may have far-reaching consequence. He declared that the capabilities of the Greek army were under-estimated.

It is believed that the Powers have decided to accept the first request made either by Greece or Turkey for mediation.

PROGRAMME OF CONFERENCE.

PARIS, August 8th (delayed).

Mr. Lloyd George, Lord Curzon and Viscount Hayashi (the Japanese delegate) were met at the station by M. Briand and warmly cheered by a large crowd. Mr. Lloyd George and M. Briand dined together privately.

The conference programme is scheduled as follows: first, the Upper Silesian problem, then questions of the trial of German criminals and sanctions now applying to Germany, military and naval air control, the Eastern question, and the relief of Russian Famine.

The French delegation includes M. Briand, the Cabinet Minister, M. Loucheur, and the Secretary-General of the Foreign Office, M. Berthelot.—*Havas.*

EARLIER CABLES.

MR. LLOYD GEORGE CLEARS THE AIR.

PARIS, August 9th.

Speaking in the Supreme Council, on the subject of Upper Silesia, Mr. Lloyd George said that the problem was most menacing and an urgent solution was desirable. The British and the Italian views on this subject were identical, but differed from those of France. The British Empire would never support a settlement which was tantamount to a manœuvre to diminish the population of Germany. He suggested that experts be freshly instructed, and he emphasised the fact that Great Britain would always support France, if the latter were unjustly attacked, but the nations of the Empire would not be dragged into a war arising from the oppressive use of superior force or the abuse of justice in the hour of triumph by any ally.

ITALY'S APPEAL FOR SOLIDARITY.

LONDON, August 10th.

In the Supreme Council, M. Briand declared that the French policy was not one of finishing off a wounded man. France desired a just settlement for the vanquished, but was against reserving for the vanquished a privileged fate. The plebiscite should be considered ethnically, because the outside vote was not equal to the vote of the native. M. Briand said that, out of 200,000 outvoters, 180,000 voted for Germany. The French scheme allotted to Germany and Poland the majority of their respective voters. The British proposed to allot 70 per cent. Polish voters to Germany and only 11 per cent. German voters to Poland.

Signor Bonomi (Italy) appealed to the solidarity of the Allies to find a solution.

Viscount Hayashi (Japan) hoped that an agreement would be found based on common formulæ.

MR. LLOYD GEORGE'S SUGGESTION.

PARIS, August 10th.

The more hopeful tone prevailing tonight is ascribed to Mr. Lloyd George's suggestion for the resumption of the experts committee, which is interpreted as British willingness to abandon the theory of the indivisibility of the industrial triangle. The experts, who were reinforced by the inclusion of the High Commissioners, began to work immediately, and it was stated that they had made considerable progress by midnight and hoped to report on Wednesday afternoon.

EXPERTS TO FOLLOW NEW LINES.

PARIS, August 9th.

The proceedings to-day in the Supreme Council were harmonious. Mr. Lloyd George was in good form and scored many points, which did not accord with French views, but with a humour which evoked frequent laughter.

The French High Commissioner in Upper Silesia declared that the available troops were not sufficient to maintain order.

The British High Commissioner expressed the opinion that there was no danger of the Germans initiating a movement, but their might be a reaction, if the Poles began military operations.

Mr. Lloyd George emphasised the fact that the settlement must not be at the expense of the majority of the people in Upper Silesia. He refused to accept the view that the population was oppressed as a whole, while Silesia had been German for seven centuries. He suggested that experts be freshly instructed following the lines, firstly, of "one vote, one value"; secondly, that the industrial unit which was German by 2 to 1 should be consigned to Germany; and, thirdly, that contiguous areas should be analysed to show what communes were vitally connected with the industrial area.

It was agreed that experts should begin work on these lines.

MOST INTERESTING SESSION.

LONDON, August 9th.

The meeting of the Supreme Council in Paris is not merely the most important since the Peace Conference, but also the most interesting, on account of the personalities it has brought together. The American Ambassador is described as an enigmatic figure of whom everyone is somewhat afraid, while Mr. Lloyd George has come with renewed authority in French eyes as the representative not merely of Great Britain, but of the British Empire, which is justified by the virtual mandate given him by the Imperial Conference.

PROBLEM OF IRELAND.

MR. LLOYD GEORGE'S TERMS.

LONDON, August 9th.

It is reliably reported from Dublin that the terms which Mr. Lloyd George offered to Mr. de Valera include Dominion status for Ireland, who will also be completely in control of the policing and Irish taxation. The defence is to be controlled by the United Kingdom, but the army establishment in Ireland will be subject to a mutual understanding between the Parliaments of the North and the South, with an offer of special facilities for recruitment in Ireland for the Irish regiments of the Imperial Army.

It is believed that it is also proposed that Ireland should bear the proportionate share of pensions arising from the late war, while foreign treaties are reserved for the decision of the Imperial Government, and it is stipulated that Ireland, in fixing the customs tariff, must not erect a tariff wall against England.

LEAGUE OF NATIONS.

GREAT BRITAIN'S THIRD REPRESENTATIVE.

LONDON, August 9th.

In the House of Commons, in answering questions, Mr. Austen Chamberlain announced that Sir Rennell Rodd (for many years British Ambassador in Rome) will be the third representative of Great Britain in the League of Nations Assembly, in addition to Mr. Balfour and Mr. Fisher.

SCENE IN PARLIAMENT.

LATER.

When Mr. Austen Chamberlain announced Sir Rennell Rodd's appointment, Lord Robert Cecil protested that all the British representatives to the League of Nations were men belonging to the official class.

At a later stage, Lord Robert Cecil endeavoured to move an adjournment of the House on the subject, but the Speaker refused permission.

Lord Robert Cecil, then, said that the selection of the delegation was another illustration of the Government's contempt for, and fear of, the League.—(Cries of "Order," and Mr. Chamberlain ironically exclaimed "Hear, hear.") Lord Robert Cecil, then, leaned forward and repeated, "So you have."

The Speaker rebuked Lord Robert Cecil.

AUSTRALIANS AT BIRMINGHAM.

WARWICKSHIRE'S POOR SCORE.

LONDON, August 9th.

At Birmingham, Warwickshire were dismissed in their second innings for 118. McDonald took 6 wickets for 52.

The Australians won, an hour after lunch, by an innings and 61 runs.

COUNTY CHAMPIONSHIP.

At Chesterfield, Derbyshire won their match against Leicestershire by 172 runs.

Gloucestershire defeated Worcestershire, at Clifton, by 200 runs.

Lancashire recorded a ten wickets victory against Essex, at Manchester.

Yorkshire beat Notts, at Huddersfield, by 113 runs.

Surrey, playing at the Oval, against Kent won by 75 runs.

Northamptonshire won on their first innings against Sussex, at Northampton.

GERMAN DYEWORKS.

BRITISH FIRM'S OFFER OF PURCHASE.

BERLIN, August 9th.

The *Boersen Courier*, of Hamburg, states that, at an extraordinary general meeting, the Renner Tanning and Dyeworks Company, on September 12th, will consider proposals to transfer the entire concern to the Forestal Land, Timber and Railways Company, of London, who are prepared to purchase, at the rate of 525 per cent. per thousand mark, the Renner shares, *plus* a bonus of 50 per cent.

DEATH OF GOLF CHAMPION.

ATLANTA (GEORGIA), August 9th.

Douglas Edgar, the International golfer and ex-champion of Canada, was knocked down and killed by a motor-car.

LATEST CABLES.

PRICE OF COAL.

ON DOWNWARD GRADE.

LONDON, August 10th.

Cardiff distributors have issued a notice announcing a reduction in the price of household coal of 8s. per ton. Prices are rapidly slumping at Newcastle. Steam coal, yesterday, was offered at 32s. 6d., as compared with 42s. 6d., last week. Good bunkers are now obtainable at 30s.

UNEXPECTED DEVELOPMENTS.

LONDON, August 10th.

There is an extraordinary sight on the Scottish railways of miles of unwanted coal-laden wagons alongside hundreds of empty goods trucks.

This is the outcome of the large consumers refusing to pay the high prices demanded for coal which, they contend, is thrice more than the trade conditions can stand.

Domestic coal is, also, severely boycotted.

Ironmasters refuse to operate blast-furnaces, and there is a famine of pig iron. Locomotive builders in Glasgow have reduced the weekly hours by sixteen, owing to the cancellation of orders. Hundreds of miners are again workless.

STEEL PRICES.

CUT IN SOUTH WALES.

LONDON, August 10th.

In South Wales, the Siemens Steel Association has decided further to reduce the price of steel bars by another pound per ton to 170s., in order to cope with foreign competition. Belgian bars are being offered in Swansea at 145s.

SOVIET'S AMERICAN PRISONERS.

REPORT OF THEIR RELEASE.

LONDON, August 10th.

Mr. Hodgson, the head of the British Commercial Mission to Moscow, in reporting his safe arrival, says that he interviewed M. Tchicherin, and he confirms the information that the Soviet has liberated all Americans and that the latter have been placed under the protection of the Latvian Minister, who is arranging for their repatriation.

DAVIS CUP.

NEW YORK, August 10th.

The Indian Davis Cup team has arrived here.

GOVERNOR'S ARREST.

ON CHARGE OF ALLEGED EMBEZZLEMENT.

SPRINGFIELD, August 10th.

Mr. Small, the Governor, has surrendered to the Sheriff, who waited the whole day with a warrant for his arrest in the corridors of the Capitol.

[A message of July 31st stated:—The Governor, Mr. Small, the Lieut.-Governor, Mr. Sterling, and Mr. Vernon Curtis, a banker, have been indicted on a charge of embezzling public funds amounting to $3,200,000. The Governor, Mr. Small, has issued a statement, proclaiming his innocence and asserting that his enemies are trying to assassinate him politically.]

BONDED LIQUOR IN TRANSIT.

CANADIAN PROTEST TO UNITED STATES.

DETROIT, August 10th.

The United States District Court has issued a temporary injunction restraining the American revenue officials from interfering with shipments of bonded liquors through the United States to Mexico.

The complainants, Messrs. Hiram Walker & Sons, Limited, of Ontario, declared that such interference violated the Anglo-American Treaty of 1871.

CONVICTS MUTINY.

VIOLENT OUTBREAK IN AUSTRIAN PRISON.

VIENNA, August 10th.

Dissatisfied with the disciplinary measures, convicts of the Stein Prison mutinied. The military were called in. Then the prisoners began to demolish furniture. Reinforcements had to be summoned. The troops opened fire, and three convicts were killed.

MELILLA MUTINY.

CONTRADICTORY REPORTS REGARDING PRESENT POSITION.

MADRID, August 10th.

An official *communiqué* received from Melilla states that hostilities have ceased. The enemy forces appear to be less numerous. On the other hand, other reports represent General Navarro's position as more critical than before. He and his men depend for water on ice conveyed daily by Spanish aeroplanes.

A gruesome story as regards the fate of General Sylvestre comes from Tangier, which says that a party of Arabs there is displaying the Spanish General's head at the end of a spear.

EX-EMPEROR KARL.

PLACE OF RESIDENCE.

COPENHAGEN, August 10th.

According to the newspapers here, the ex-Emperor Karl has decided to take up his residence in Denmark if passports are obtainable. Inquiries are at present being made for a suitable residence.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

NEW JAPANESE GIANT SUBMARINES.

LONDON, August 10th.

The *Philadelphia Public Ledger* learns that the Japanese Government has ordered Diesel engines, of the value of £1,250,000, for installation in giant submarines from a Swiss firm.

It is stated that the engines are twice as powerful as those ordered from the same firm by the United States Navy.

ANGLO-JAPANESE ALLIANCE.

LONDON, August 10th.

Reviewing the Imperial Conference, Mr. Massey, the Premier of New Zealand, declared that the Anglo-Japanese Alliance was threshed out from every possible point of view. The weight of the opinion favoured the continuance of the present arrangement, unless an arrangement can be effected between Great Britain, America and Japan.

Mr. Massey expressed the opinion that, if this can be effected at the Washington Conference, more progress will have been made towards a millenium than many people deem possible.

Mr. Massey laid stress on the need of cheaper cables, the development of wireless, the duplication of the Pacific cable, lower freights, faster mail vessels and improvement of aviation.

[BY COURTESY OF THE "CHINA MAIL."]

TOBACCO AND LIQUOR DUTIES INCREASED IN THE STRAITS.

SINGAPORE, August 10th.

The Straits Government has increased the duty on liquor and tobacco about 50 per cent. in order to raise more revenue in the country's present difficulties.

THE CONVICTED AMERICAN ATTORNEY AT SHANGHAI.

SHANGHAI, August 10th.

The Shanghai Auctioneers, Ltd., ordered by the British Supreme Court have wound up the assets, Tls. 1,550, of W. S. Fleming, the American attorney serving six months' jail for contempt of court. He was released on bail of G.$2,000. A motion to reduce the sentence was overruled. Fleming will probably appeal to the appeal court of San Francisco.

LATEST CABLES.

LUXEMBURG MONUMENT.

TO BELGIANS SHOT BY GERMANS.

PARIS, August 8th (delayed).

The French, Belgian and Italian Governments were represented at the unveiling in Belgian Luxemburg of a monument to the 282 inhabitants shot by the Germans in 1914.—*Havas.*

COURT OF INTERNATIONAL JUSTICE.

GENEVA, August 10th.

France has ratified the statute of the Court of International Justice.

DISARMAMENT CONFERENCE

INVITATIONS TO BE ISSUED SHORTLY.

WASHINGTON, August 10th.

Japan's acceptance makes unanimous the agreement for opening the Disarmament Conference on Armistice Day. It is expected that invitations will be issued without delay.

Officials here are of the opinion that prompt replies would hasten negotiations into the second phase, namely, the consideration of the list of subjects to be discussed.

It is expected that the invitations will merely state the general purposes of the conference, and, possibly, the suggestion that each nation's principal representation should aggregate only five or six.

It is surmised that Mr. Hughes (Secretary of State) will head the United States' group.

EARLIER CABLES.

STATEMENT BY JAPANESE EMBASSY IN WASHINGTON.

WASHINGTON, August 10th.

Baron Shidehara has issued a statement disclaiming all knowledge of the published statement attributed to the Japanese Embassy in London, on Friday, to the effect that there was "a certain current of opinion in Japan unfavourable to the American proposal of disarmament."

The Japanese Embassy in Washington declares that the settled decision of the Japanese Government to enter the conference whole-heartedly, and with confidence was already made clear beyond all misapprehension, and that information from Tokyo indicated that this attitude had the support of the Japanese people and Press.

The State Department has now advised Japan that it gladly accepts November 11th as the date of the conference.

NEW COMMERCIAL TREATY.

RIGA, August 9th.

Preliminary arrangements have been made for the conclusion of the commercial treaty between Finland and Latvia.

SIKH TEMPLE DISPUTE.

LAHORE, August 9th.

The priest concerned in the Nankana Sahib case has categorically denied the allegations of having hired roughs to attack Sikhs and murder them.

PACIFIC STRATEGY.

IS THE U.S. FLEET A MENACE TO JAPAN?

It is universally believed in Japan, says the *Japan Advertiser*, that America's naval programme forms a potential menace to the security of this country. Japan's great efforts to build a powerful new fleet are supposed to be really forced upon her by the United States programme. Mr. Kentaro Mochizuki, the Kenseikai M.P. and "pro-American" said last week, "the American naval programme has been steadily enlarged beyond the limit of necessity for the protection of her possessions, and it has now become an instrument of pressure and aggression towards Japan." What does America want with so large a fleet? the Japanese ask, and even if they rise above the notion that it is being specially built to assail Japan, they think that its existence will enable America to impose her will on Japan at the moment when some question has arisen between them. According to an English expert, Mr. Hector C. Bywater, who has written a book on "Sea Power in the Pacific" this is not a true picture. It is grotesquely false. Not only has America no military advantage over Japan in the Pacific at present but her failure to develope the strength of her possessions in the Pacific exposes her to the risk of losing them all. That could be, and possibly is anticipated. The consequences have not been anticipated, however. Public opinion, busy adding up ships and calculating America's illimitable resources, thinks the Philippines and Guam would only be lost until America could send out an overwhelming fleet and take them back. The expert takes a different view. He surveys the 30,000,000 square miles of water that make up the Pacific Ocean, he reckons the coal and oil and food that a great fleet consumes, he estimates the enormous advantages of the defensive role in the Pacific, and he concludes that it would become in these circumstances almost a physical impossibility to impose terms upon Japan.

This is a new view so far as the public is concerned, and without discussing strategical questions on which expert opinion alone is worth anything, we propose to sketch Mr. Bywater's line of reasoning. It sheds a new light on the supposed menace of the American fleet. War with Japan, he says, would confront the American naval command with the alternative of waging a purely defensive war, which by entailing the loss of all America's possessions in the Western Pacific, would be tantamount to a confession of defeat; or of fighting under conditions so difficult that a decisive success would be practically impossible to achieve. "When the United States relieved Spain of the Philippines she gave hostages to fortune in a sense which the American people have never fully realized." The frontier was advanced 7,000 miles. The islands do not possess a base capable of supplying the needs of a great fleet, and if the Pacific Fleet visited the Philippines it would have to bring with it everything it needed. A most interesting table has been worked out which shows that a fleet of 30 battleships, 20 of the largest cruisers, 40 destroyers, 20 colliers, three supply ships, and a fleet repair vessel leaving Panama for Manila, a distance of 9,800 miles, would consume on the voyage nearly a quarter of a million tons of coal, besides upwards of 41,000 tons of oil. And having taken his fleet to Manila the American Admiral would be hard put to it to obtain the necessary fuel for his return journey. A distinguished (but unnamed) American naval officer put the case as follows in a letter to Mr. Bywater:—

> The Philippines are there for Japan whenever she likes to take them, and nothing can prevent her from seizing them whenever she feels disposed to do so. As at present circumstanced we could do nothing whatever to protect them in case of war. If we were foolish enough to locate a fleet at Manila the history of Port Arthur would repeat itself. An expeditionary force, consisting of 18-knot transports, guarded by a squadron of reasonable strength, could leave the southern ports of Japan, reach Manila in three days, and make itself absolute master of Luzon, before succour could arrive from Hawaii, our nearest naval base. Consequently, when the "rescuing fleet" did turn up it would find the Japanese flag waving over Manila, and itself, with depleted bunkers, forced to fight under the most disadvantageous conditions, or to beat an ignominious retreat without standing on the order of its going. This is not a picture of what might happen, but of what most assuredly will happen if war breaks out within the next few years.

In fact, the most experienced naval and and military officers in the United States have advised against the building of costly fortifications at Manila and elsewhere on the ground that without a powerful fleet the archipelago could not be defended against invasion.

Public opinion would probably not be greatly disturbed by the loss of the Philippines, assuming that it would be merely temporary, but public opinion has not thought of the strategical problems to which the loss of the islands would give rise. And, says Mr. Bywater, those who have investigated such problems "must experience a feeling of amazement at the failure of the United States to take the most elementary precautions against the loss of the Philippines. Ie has built up a huge battle fleet that will ultimatelly be second to none in strength, but it has taken no steps to avert a disaster which would shatter American prestige in the East and would leave the issue of a war with Japan decidedly in doubt." The reason is stated with convincing cogency by Admiral Niblack, U.S.N.:—

> Geography, acquisitiveness or destiny has presented us in the Pacific with Alaska, the Hawaiian Islands, Tutuila (Samoa), Midway Island, and Guam, as stepping stones across the Pacific, and by their possession imposed upon us the same policy as if they were actually in the hands of an enemy or rival, because they exist and cannot be sunk; and if we fail to make the right use of them geography will turn them against us. The Pacific permits no defensive policy such as we have softened ourselves to in the Atlantic.

The only insular position which has been turned to strategical use is Pearl Harbour, where a naval base is constructed though it will not be equal to the task of maintaining a great fleet for some years to come. Hawaii, in fact, commands the eastern Pacific and protects the whole coast of North America, from the Isthmus of Panama to Alaska. The case of the Philippines is different. "But for one factor of fate," writes Mr. Bywater, "the fate of the Philippines in the event of an America-Japanese conflict would be a foregone conclusion. That factor is Guam—a position which has been rightly described as unique, commanding, and of supreme importance, the veritable key of the Pacific." Guam is the Heligoland of the Philippines.

No Power would venture to molest the Philippines while a strong American "fleet in being" was based on Guam, only 1,500 miles away. On the other hand, lacking fortifications, docks, magasines, etc., the island would not only be useless but must fall into the enemy's hands. The fate of the Philippines is indissolubly connected with the fate of Guam. We may go further and say that the issue of an Americo-Japanese war would be primarily decided by the fate of Guam.

The importance of Guam has been realized and if the recommendations of the Navy Department are accepted by Congress and funds voted, Guam a few years hence will have become a first-class naval station "in which case the whole strategical outlook will have altered to the advantage of the United States. Meantime, the development scheme is on paper, and by the cession to Japan of the Carolines, Marianne and Pelew islands, Guam has been surrounded by a cordon of potential Japanese strongholds. Japan, in terms of her mandate, cannot fortify them, but as Admiral Niblack says, they are there and they cannot be sunk, and the Japanese press has occasionally advanced the view that the fortification of Guam would leave Japan no option but to fortify Yap and other strategic points so as to maintain the local balance of power.

Mr. Bywater writes without apparent political bias and as a student of naval problems only. His object is not to fan war fever which, as he truly says, finds no encouragement in his pages, but to show that the war between Japan and America, to which foolish persons in both countries profess to look forward with confidence and even enthusiasm, would be "a terrible and protracted struggle, so full of novel elements and uncertainties that those who have studied the matter most carefully are the least disposed to predict the ultimate issue." The virtual impossibility of a Japanese-American war settling anything is a powerful argument for peace. Meantime, Mr. Bywater's examination of the question from its strategical aspect should dispel the idea that Japan's security is challenged by the American programme, and should give readers a new view of the "pressure" which the American naval programme is exercising upon Japan. The pressure, as Mr. Bywater sees it, is rather on America.

THE OPPOSITE VIEW.

PACIFIC STRATEGY—JAPAN HAS MORE AT STAKE THAN AMERICA.

The argument of Mr. Hector C. Bywater, that a naval war in the Pacific conducted under the conditions that prevail at present would find Japan in a position of strategical advantage as compared with the United Sates, is contested by Mr. Alec. R. Howden who writes to the London *Outlook* as follows:—

"The naval position in the Pacific as outlined in Mr. Hector Bywater's book is of great interest to the student of maritime strategy, but it seems to me that the survey ignores what must be one of the vital factors in deciding Japan's future policy, and it was by not foreseeing that factor that Great Britain only just avoided irreparable disaster in the late war. I refer, of course, to the interruption of overseas communication by submarine raiders. Now the position of Japan is almost analogous to that of the British Isles. Her dependence upon sea routes is as great, and her vulnerability to attack as exposed. It is sheer assumption to conclude that an American-Japanese naval war would be an affair of capital ships or that either Power would risk its main fleet in a general engagement. Certainly Japan would be as unable to attack the American continent as America would be to transport her fleet to the other side of the Pacific without adequate bases—the distances would alike be prohibitive. The loss of the Philippines and adjacent islands would have no bearing on the issue. America could prey on Japanese shipping for years to come without approaching Japanese waters, and the effect would be slow but sure strangulation. The power of the purse would decide the struggle, and Japan would be bankrupt long before she could get in an effective blow, if at all possible at her gigantic adversary. It would not be another case of fighting unwieldy Russia with only a single railway track of 6,000 miles to transport everything on but of a great naval Power with unlimited resources, two vast sea-boards and with the mobility of attack given by vantage points in a mighty ocean. I venture to submit that Japan would have more at stake than America."

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, July 4th.

Coat-frocks and costumes in satin, taffetas, or crêpe Morocain are being worn for smart occasions with a moderate-sized hat that tones exactly with the gown. Leaf brown, champagne, every shade of beige, and pale shades of grey are favourite colourings; but black and white, or black and grey is as fashionable as ever, and is always correct wear. In the latter cases the skirt may be arranged in box pleats that unfold with movement and reveal the light contrast as its lining.

A black satin costume never fails to look *chic*, but its impression may be changed by means of the blouse that goes with it. A cuneque blouse of deep Chinese blue *crêpe de Chine* embroidered in gold and silver thread looks really thrilling, while white brocade with an *appliqué* design of roses in black velvet looks distinguished. A small black hat can be worn very effectively with it, either having up-standing aigrettes on the crown or glycerined uncurled ostrich feathers round the brim. Celophane is very attractive for hats; it gives the appearance of jet which goes so well with satin, and trimmed with a single flower, jet beads, or a large bow of varnished ribbon it is very appropriate.

A coat-frock for indoors, or walking on fine days, is still in great demand and made in gabardine or fine serge, hopsack or homespun, or even in corduroi cloth. it is seen everywhere this Spring. The long straight line has generally been adopted for the new models in all the big houses, but here and there the long plan bodice of a frock giving no sign of a waist at the proper place joins on to a short skirt—that is really a broad full flounce—somewhere about the knee. This style is not unbecoming, and in the house is graceful, but it needs to be very well made and fitted to look smart, and is suitable only for a slim figure. The return of a waist-line is heralded by means of a belt with eyelet holes and a buckle, a sash that draws slightly to the figure, or a chain of metal or galalith rings that holds the fulness of the dress in easy folds all the way round the middle. All these beltings are for the most part fairly high up, so the low waist-line shows signs of departure.

Coats for walking are made in *velours de laine* or gabardine, and the majority are in some way drawn in to the waist either by means of cartridge pleats, a waist-yoke, or hip gathers. The back and front are nearly always straight. A few of the more voluminous coats, especially designed for travelling, are of magyar cut. Made of a warm woollen material, many have a woven border of diagonal lines in a deep contrasting colour for the hem and sleeves, and sometimes there is even a further ornamentation given by rows of Greek gods and goddesses dancing to the pipes of Pan round and round the coat at intervals, which makes the material effective and acceptable to those who like showy things.

Grey and beige are the two principal colourings for walking coats, which are usually plain and unadorned, with even the buttons covered in the material; but some have coarse silk stitching to embellish them, and even rosettes of wild duck plumage was put on one smart coat recently with quite good effect.

Black taffetas and black satin are the foundations for carriage and race coats, and as such they are not only useful but very becoming. Many fasten at the neck with a big Alley Sloper bow and ends; others are drawn in slightly at the knee and have a bow and ends which hang down at the left side. Sleeves are loose and wide, and the general trend of all these coats is to be ample and roomy.

Capes are certainly still popular, but more for smart wear in the afternoon, when they reach a high level in artistic workmanship. Nearly always in a dark colour, they are often lined with some light and gay silk, plain or patterned, and when the former is employed the cape can be reversed and become a useful wrap for evening wear.

Gloves are always worn in the daytime, but in the evening one rarely sees them, not even for dancing. A few people carry them, but most are glad to leave them at home, as they find a fan and handbag ample to look after. The preference for short sleeves makes elbow-gloves a necessity, so some women have been beguiled into wearing long sleeves in the daytime to save the expense of long gloves. Small reticules or miniature handbags are made in every conceivable colouring to match the most exotic gown, but the newest form in black moiré silk with a white stripe is flat and square, with a beading of rose diamonds round the edge, and a monogram in ivory. It just takes the small necessities required hourly by some women for keeping the complexion in hand against the ravages of sun and wind, and it may even include a purse that will hide the dirty scraps of paper we call money in this country, but a handkerchief, even though it is but a square inch of cambric that is three parts lace, needs something a little larger so a Victorian lady with china face curls and a poke bonnet, claps the fastenings hidden in the folds of a miniature silk crinoline lined skirt and provides one of the latest designs for a handbag.

Sunshades can be very neat, but equally gorgeous affairs. Black, or black and white are the most practical, unless one can afford a good selection, as nothing spoils the effect of one's *toilette* so much as the wrong note in the accessories, and it is astonishing how many people go wrong on this point. Louis XVI. sticks are carried for effect, and lace sunshades might almost be counted in the same category, for, beyond casting an alluring shadow on the face, their usefulness is *nil*. Broad strips of alternate black and white satin, slightly gathered on the frame and bunched round the ferrule, make a delightfully effective sunshade, mounted on a long and highly enamelled black handle that has a white pin-stripe all round it. Pleated covers of gaily printed satin have a fringe of wooden beads of the wild Indian order round them, while cretonne sunshades are certain to find favour as soon as the summer holidays begin.

The British Empire has been built up by optimism.—*Mr. Churchill.*

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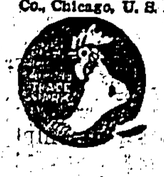
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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Tuesday,	23rd Aug., at 11 a.m.
KATORI MARU	Friday,	9th Sept. at 11 a.m.
KASHIMA MARU (omitting Manila) ...	Tuesday,	4th Oct., at 11 a.m
SUWA MARU (Nagasaki direct)	Saturday,	29th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Canal, Port Said and Marseilles.

KLEIST	Sunday,	14th Aug., at 11 a.m
MISHIMA MARU	Friday,	19th Aug., at 11 a.m
SADO MARU	Friday,	2nd Sept., at 11 a.m.
KITANO MARU	Friday,	16th Sept., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM
TOTTORI MARU... Monday, 22nd August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Tuesday,	16th Aug., at 11 a.m.
TANGO MARU	Tuesday,	20th Sept., at 11 a.m.
NIKKO MARU	Tuesday,	18th Oct., at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU	Thursday,	18th Aug.
TAKAOKA MARU	Thursday,	25th Aug

SOUTH AMERICAN PORTS via CAPE,
KANAGAWA MARU Friday, 16th September

BOMBAY & COLOMBO via Singapore.

MORIOKA MARU	Saturday,	20th Aug.
TAMBA MARU	Friday,	2nd Sept.

CALCUTTA & RANGOON via Singapore & Penang.
YEBOSHI MARU Tuesday, 30th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Friday, 19th Aug., at 11 a.m

SHANGHAI, KOBE & YOKOHAMA.

MITO MARU	Wednesday,	17th Aug.
INABA MARU	Friday,	19th Aug., at 11 a.m.
KAMO MARU	Thursday,	1st Sept. at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA
Telephone Nos. 291 & 292 K. KAMEI, Manager.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Pakhoi
S.S. "HOZUI MARU" on or about 18th Aug.
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" on or about 18th Aug.
For further particulars, please apply to—
M. KOBAYASHI,
AGENT,
Branch Office, No. 37, Bonham Strand, West, Tel. No. 155.
Top Floor, King's Building, Tel. No. 140.

FUTURE LAW OF NATIONS.

LESSONS OF THE WAR.

The Lord Chancellor delivered an address on "International Law in the Great War" in the hall of the Honourable Society of Gray's Inn, on May 27th.

Lord Birkenhead remarked at the outset that long before the war the weakness of international law was realised. It was not part of his purpose to enter into a detailed examination of the violations of international law in the war, which itself arose out of one of the most flagrant breaches of an international instrument. Thus, the weakness of international law was aggravated by the outbreak of the war, and by what took place during the conflict, because it had been made plain that if you gave a strong and ambitious nation an adequate motive it was not beyond the bounds of human nature that that nation should violently defy the accumulated authority and learning of centuries. International lawyers had for long laid down that an ultimate right, however imperfectly defined, was conceded to each side to commit acts which under normal circumstances would admittedly not be justifiable, if self-preservation required it; but it was difficult to see how any limit could be assigned to such acts. It was, happily, true that Germany did not succeed in the war, but more than once she very nearly succeeded. At the conclusion of the struggle they found that the method of preventing the outbreak of similar wars by assembling men in a parliament—a federation—of the world, was hardly likely in its complete conception to be realised in our day. If it had been possible to arm the League of Nations with the powers which they originally hoped for the solution of almost all our doubts and difficulties might have been within our grasp. He thought the great majority of them would have become capable of a permanent solution.

It was not for him to discuss the full consequences of the decision of the United States in this matter, in relation especially to the League as it is at present constituted. Working under circumstances of incredible difficulty, truncated in its constitution, and confronted with general paralysis in Central Europe, the League had, nevertheless, rendered services of very great value. But its fundamental conception was falsified if one of the very greatest nations definitely declined to be associated with its works. As to the alternative American proposal for the constitution of an international court, there appeared to him to be nothing in the constitution of that court which could not be accepted by the civilised European nations, and the proposal ought not to be swept lightly on one side. It might be that some effective remedial measures than had ever been effected in the history of the world would become possible through such a court. If it were established it would be increasingly difficult for any nation to refuse to submit any quarrel to it. But too sanguine expectations should not be entertained.

It was satisfactory that in a certain number of cases trials were taking place the object of which one would hope must be in the case of future wars to make it plain that those who committed the acts complained of would have to pay the penalty in their own country if that country was not victorious. He thought the one positive respect in which the war might have brought renewed strength to the doctrine of international law was that those who attempted to destroy that doctrine failed in their purpose with a degree of humiliation and a resulting amount of unhappiness of which no man could assign the limits.

CAUSES OF UNREST.

DUKE AND THE SOCIALIST.

The debate between the Duke of Northumberland and Mr. H. M. Hyndman, as the representative of the Social Democratic Federation, on the subject of "Industrial Unrest and its Relation to Socialist and Labour Policy," in Committee Room 10 of the House of Commons, on June 8th, attracted an unusually representative audience of all shades of political thought. When Mr. H. A. L. Fisher (Minister of Education) took the chair there was not a vacant seat, and all standing room was taken.

Mr. Hyndman, who opened the discussion, said that it was the greatest mistake in the world to describe the organisation he represented as anti-national. The charge of Bolshevism or Anarchism could not be laid against them, and they were not in favour of force, whether exercised from above or below. "Likewise," he continued, "we are opposed to direct action, unless the workers themselves are directly forced into it. (Laughter.) I contend that the miners have been forced into their present position, and that the whole thing is a plot on the part of the Government and the owners." (Loud cries of "No.")

The Duke of Northumberland quoted at length from the writings of international Socialists, who, he said, accused the Labour party of supporting Bolshevism, and said that, with the honourable exception of Mr. Hyndman, the British Socialists threw in their lot with the enemy in the late war. That, he contended, was sufficient proof that Socialism in Great Britain was animated by our enemies. (Hear, hear.) Without the Labour party nobody would have troubled to conclude what he described as "the absurd agreement with Russia." It was rather hard to blame Lenin for employing force when votes failed, in view of the fact that some years ago Mr. Hyndman had himself advocated force where necessary in order that the workers could obtain possession of the railways. The Duke concluded his case by accusing the miners of association with the Communist party during the war. He did not come before them, he said, as a coalowner, but something much worse in the eyes of the Labour party—a mineral owner. Certain trade unionists whom he named were, he said, working under the direction of Moscow for the subversion and ruin of this country—all members of the Red Trade

(*Continued at foot of next column.*)

Union Internationale. They were, therefore, nothing less than enemy agents in our midst.

Mr. Hyndman, in replying, said the Communists were excluded from the Labour party, and there were no greater opponents to Lenin and Trotsky than the Social Democratic Federation. It had always been influenced from the top which had produced a revolution.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"NING CHOW"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 8th Aug.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23th Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 7th, 1921. 1300

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"ASCANIUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 8th Aug.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents
Hongkong, August 7th, 1921 [1301

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ
(UNITED NETHERLANDS NAVIGATION Co.)
HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM HAMBURG, ROTTERDAM, LA ROCHELLE, PALICE, GENOA and LISBON.

THE Steamship
"TJIMANOER"
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th Aug., 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 13th Aug., 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LIJN,
General Agents.
Hongkong, August 6th, 1921. [1302

DON'T BUY GLASSES

as you would shoes. Many defects of the eye are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the Refracting chamber of the Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting opticians (the only competent optical manufacturing house in the Colony), located in 53, Queen's Road Centr ', and a pair of lenses will be specially ground to correct their defects.—ADVT. 562

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 10th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.75	29.78	29.76
Temperature ...	83	78	82
Humidity ...	83	94	77
Wind Direction	East	East	East
" Force ...	4	1	3
Weather	c	c	c
Rain	0.61	—	0.63

Highest open-air Temperature on 9th... 83
Lowest open-air Temperature on 10th ..78

INDO-CHINA

STEAM NAVIGATION COMPANY. LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI & TSINTAU via SWATOW	"TUNGSHING...	Thurs.,	11th Aug.,	Noon.
STRAITS & CALCUTTA ...	"CHANSANG" ...	Fri.,	12th Aug.,	3 p.m.
MANILA	"YUENSANG" ...	Fri.,	12th Aug.,	3 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO...	"CHEONGSHING"	Sat.,	13th Aug.,	Noon.
SHANGHAI	"HANDSANG" ...	Sun.,	14th Aug.,	D'light.
SHANGHAI via SWATOW	"KWONGSANG" ..	Sun.,	14th Aug.,	3 a.m.
HAIPHONG via HOIHOW	"TAKSANG"	Tues.,	16th Aug.,	8 a.m
BANGKOK via SWATOW	"MINGSANG" ...	Tues.,	16th Aug.,	10 a.m
KOBE via SHANGHAI	"FOOKSANG" ...	Tues.,	16th Aug.,	10 a.m.
SANDAKAN	"YANNIS" ...	Thurs.,	25th Aug.,	Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "CHAKSANG" will be despatched on or about Friday, 12th Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

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GENERAL MANAGERS.

TELEPHONE No 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENARIFFE"	21st Aug.
M.V. "GLENTARA"	4th Sept.
M.V. "GLENAPP"	30th Sept.
S.S. "CARNARVONSHIRE"	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENADE"	3rd Sept.	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENAMOY"	6th Sept.	GLASGOW, LONDON & ROTTERDAM.
M.V. "GLENTARA"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
M.V. "GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM.

Movements are subject to change without notice.
For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.
Tel. No. 21 rub. 5 ex 23. and 3696. 16

Cable Address
Kawakisen, Kobe.
Bentley's A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannenly
3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP - - - - ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the
KAWASAKI KISEN KAISHA.
No. 2, BUND, KOBE.
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SHIPPING NEWS

ARRIVALS

August 9th.

Hong Hwa, British str., 1,924 tons, Capt. A. Mackenzie, from Amoy with a general cargo.—Seng Soon Hong.

Sunning British str., 1,730 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.

August 10th.

Chaksung, British str., 1,470 tons, Capt. M. Courtney, from Kobe, with a general cargo.—J.M. & Co.

Kalgan, British str., 1,576 tons, Capt. D. R. Davies, from Bangkok and Swatow, with a general cargo.—B. & S.

Lake Farrar, American str., 1,606 tons, Capt. MacIlealy, from Singapore, with a general cargo.—Admiral Line.

Peru, Danish str., 5,222 tons, Capt. A. Hjinusin, from Shanghai, with a general cargo.—Manners and Backhouse.

Radja, Dutch str., 5,617 tons, Capt. J. B. Brockman, from Shanghai, with a general cargo.—J.-C.-J. L.

Seangbee, British str., 3,784 tons, Capt. W. T. Larkins, from Singapore, with a general cargo.—Tuen Kee.

Soshu Maru, Japanese str., 1,006 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.

Sungshan Maru, Japanese str., 1,502 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Tenri Maru, Japanese str., 920 tons, Capt. H. Kawahara, from Wakamatsu and Kiramoto, with coal.—Mitsui & Co.

CLEARANCES.

August 10th.

Arratoon Apcar, for Amoy.
Asia, for Haiphong.
Hakodate Maru, for Singapore.
Ichang, for Hongay.
Loksang, for Hoihow.
Peru, for Balik Papan.
Pherus, for Tarakan.
Radja, for Manila.
Shuncheong, for Macao.
Soshu Maru, for Swatow.
Sunning, for Canton.
Sungshan Maru, for Canton.

PASSENGERS.

DEPARTURES.

Per s.s. *Ecuador*, on August 10th:—Capt. and Mrs. Geo. Anderson, Mr. Thos. Black, Miss H. Hext, Mr. W. Holman, Mrs. W. D. Inman, Mrs. L. Birch Jones, Miss Regina Levy, Miss Ruby Levy, Mrs. Maude Lane, Miss Dorothy Lane, Miss Wilma Lane, Mrs. M. Melrose, Mr. Lee McCahill, Major G. W. Olivecrona, Mr. P. Otterbeck, Mr. H. J. Pease, Mr. G. F. Norris, Mr. and Mrs. H. Rodine, Mr. A. Rosales, Miss E. J. Rogers, Mr. H. D. Rolph, Mr. L. Steventon, Mr. E. N. Sellery, Miss C. Wilson, Miss G. Ehman, and Mr. James Lee.

STEAMERS' MOVEMENTS

The N.Y.K. s.s. *Aki Maru* left Kobe for this port *viâ* Nagasaki on August 9th, and is expected here on the 15th inst. She will sail for Australia *viâ* Manila on the 16th inst.

The N.Y.K. s.s. *Mishima Maru* left Kobe for this port *viâ* Moji and Shanghai on August 9th, and is expected here on the 18th inst. She will sail for Europe *viâ* Singapore on the 19th inst.

The s.s. *Eurymachus* (Blue Funnel line) left Suez on the 6th inst. for Hongkong, and is due here on September 1st.

The R.M.S. *Empress of Russia* arrived at Manila on August 9th, at 7 a.m., left there yesterday, and is due at Hongkong to-day, at 2 p.m.

VESSELS EXPECTED.

Elpenor (Blue Funnel), due August 20th.
Empress of Russia, due to-day, 2 p.m.
Eumaeus (Blue Funnel), due August 29th.
Eurymachus (Blue Funnel), due September 3rd.
Fushimi Maru (N.Y.K.), due August 17th.
Glaucus (Blue Funnel), due August 14th.
Inaba Maru (N.Y.K.), due August 18th.
Kamo Maru (N.Y.K.), due August 31st.
Klein (N.Y.K.), due August 13th.
Monteagle (C.P.O.S.), due August 14th.
Protesilaus (Blue Funnel line), due August 14th.
Pyrrhus (Blue Funnel), due September 5th.
Siberia Maru (T.K.K.), due August 21st.
Tokyuan, from Australia, due August 20th.
Tango Maru (N.Y.K.), from Australia, due August 18th.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 20th, August, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

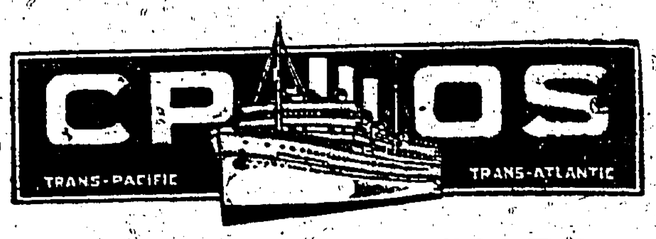
Parcels will be received at this Office until 3 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO.,
Agents,

Hongkong, July 14th, 1921. [1191

CPOS



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (*Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
* Monteagle	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
* Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
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[48

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MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE
Freight and Passenger.

FOR SAN FRANCISCO VIA SHANGHAI, JAPAN PORTS AND HONOLULU
AMERICAN STEAMERS

"EMPIRE STATE" Noon, Aug. 31st.

SHANGHAI-CALCUTTA SERVICE
Freight Only

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Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.

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Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, thence Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—
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WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U.S. Shipping Board Steamers

Between

SEATTLE—TACOMA—VICTORIA—VANCOUVER
and China, Japan and Philippine Island Ports,

"WEST JESTER" sailing about 10th Sept.

Further sailings to be announced later. Through Bills of Ladings issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to—
FRANK WATERHOUSE & COMPANY,
93 4th Floor, Princes' Buildings. Telephone 1062

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FIRST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
S.S. "NILE" Oct. 22nd. S.S. "CHINA" Nov. 3rd S.S. "NANKING" Sept. 18th

HONGKONG to SINGAPORE
S.S. "NANKING" Aug. 31st S.S. "NILE" Oct. 4th S.S. "CHINA" Oct. 15th

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, TELEPHONE, PASSENGER DEPT. No. 1934.
ICE HOUSE STREET. TEL. FREIGHT DEPT. & AGENT. No. 2161.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TAIYO MARU	22,000	Aug. 12th, at 11 A.M.
SIBERIA MARU	20,000	Aug. 27th.
TENYO MARU	22,000	Sept. 9th.
KOREA MARU	20,000	Sept. 20th
* PERSIA MARU	9,000	Oct. 15th, at 10.30 A.M.

* Calling at Dairen and omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	16,500	About Aug. 25th
ANYO MARU	—	Sept. 28th.

For full information regarding passengers freight and sailings, apply to—
Y. TSUTSUMI, MANAGER.
King's Building. Tel. Nos. 2374 & 2375

Agents at Canton:
MESSRS. T. E. GRIFFITH, LTD. [34

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To VANCOUVER & SEATTLE (via MANILA)
"West Ison" 30th Aug.
To LOS ANGELES & SAN FRANCISCO (via SHANGHAI, JAPAN & HONOLULU)
"West Jena" 30th Aug.

* Also cargo accepted for Transhipment at San Francisco and/or Seattle for weekly sailings to NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Road. Tel. 3008.
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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE & BELAWAN-DELI, Direct.

28th August

This vessel offers excellent cabin accommodation for saloon passengers

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. 78

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "SAMARANG MARU" sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "CHERIBON MARU" sailing on or about 20th Aug.

For further particulars please apply to:—
K. SUZUKI, Manager,
Tel. No. 2206. No. 5, Queen's Road Central.
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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON
and/or
NEW YORK

S.S. "TUSCAN PRINCE" 15th Sept., (via Suez).

For Freight and full particulars apply to—
FURNESS, (FAR EAST) LIMITED,
Telephone 3165. St. George's Building
Telegrams "Furnprince."

WEATHER REPORT.

August 10th, at 11.29.—Pressure is nearly stationary at Shanghai and over Formosa.

It has decreased slightly at Guam, and increased slightly at other reporting stations.

There are indications of a depression to the north of Guam.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.64 inch. Total since January 1st, 73.47 inches against an average of 56.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	E. winds, moderate; fair.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER

AUGUST 10TH, 1921.

Station.	Hour	Barometer at 32° Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	29.74	75	86	S	2	of
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.83	77	82	SSE	1	b
Gutzlaff	"	29.85	76	95	SSE	4	b
Sharp Peak	7 a.	29.68	80	82	W	1	b
Amoy	6 a.	29.72	80	92	—	0	b
Swatow	"	—	—	—	—	—	—
Taihoku	"	29.80	78	91	—	0	b
Taichu	"	29.79	77	—	—	0	b
Tainan	"	29.79	77	—	NNE	2	b
Koshun	"	—	—	—	—	—	—
Pescadores	"	29.79	79	—	N	4	b
Canton	"	29.79	76	95	—	0	c
Hongkong	"	29.78	78	94	E	1	c
Gap Rock	"	29.76	—	—	E	4	c
Macao	"	29.73	79	92	ESE	4	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.67	72	98	SSW	4	r
Tourane	"	29.68	79	—	SW	4	o
Cape St. James	"	29.79	77	—	SW	4	o
Aparri	8 a.	—	—	—	—	—	—
Dagupan	"	—	—	—	—	—	—
Manila	"	29.78	75	98	—	0	o
Legaspi	"	29.79	75	94	WSW	2	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.78	77	89	SW	4	o
Surigao	"	—	—	—	—	—	—
Guam	4.30	29.73	—	—	WSW	4	r
Yap	4.47	—	—	—	—	—	—
Labuan	6 a.	29.78	80	87	SW	2	b

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. TEMPERATURE, in the shade, in degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew wet.

7. RAIN, in. inches, t tenths and h hundreds.

T. F. CLAXTON, *Director.*

HONGKONG TIDE TABLE.

From 11th to August 17th, 1921.

Days of Week	Days of Month	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m	ft. in.	h. m.	ft. in.
Thur.	11	m 3 13 a	5 6	m 10 6	2 6
		4 35 a	4 2	9 5 a	3 2
Fri.	12	m 4 15	5 7	m 11 39	2 5
		5 12 a	4 0	10 6 a	3 6
Satur	13	m 5 20	6 0	0 49 a	2 1
		7 30 a	4 1	11 19 a	3 6
Sun.	14	m 6 19	6 2		
		8 24 a	4 3	1 39 a	1 8
Mon.	15	m 7 6	6 5	m 0 19	3 6
		9 0 a	4 4	2 15 a	1 6
Tues.	16	m 7 49	6 7	m 1 9	3 4
		9 31 a	4 5	2 47 a	1 3
Wed.	17	m 8 24	6 8	m 1 52	3 2
		0 58 a	4 7	3 18 a	1 2

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATERLEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded Feet.	Lowest W.L. ever recorded Feet.	1921. W.L. Aug. 8 Ft.	1921. W.L. Aug. 9 Ft.
Wuchow W. River	+79.50	—2.42	31.40	29.60
Kongmoon W. River	+14.70	—0.80	6.10	6.20
Linkonghow N. River	+57.00	—	5.20	6.00
Samshui N. River	+27.25	—5.00	9.90	9.00
Shekliung E. River	+16.15	—0.98	0.66	1.51

G. W. OLIVECRONA,
Engineer-in-Chief.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA (DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to— THE BANK LINE, LTD., Managing Agents.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "KASAMA" 11th Aug.

LONDON, ROTTERDAM & HAMBURG
s.s. "SANDON HALL"... 19th Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" ... 11th Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
or to Reiss & Co., Canton. General Agents. 22

NEW YORK DIRECT

Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

"ATREUS"	via Suez Canal...	...	25th Aug
*"CITY OF CANTON" ...	via Suez Canal ...	...	8th Sept

* Calls at Boston

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD., REISS & CO. HONGKONG. CANTON.

c6

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement		Sailing Dates
SHANGHAI (Freight only)	"COMMANDANT MAGES"...	...	end Aug.
SHANGHAI, KOBE & YOKOHAMA	CORDILLERE	... 1,0000 ...	On or about 15th Aug.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"PORTHOS"	...20,000 ...	On or about 16th Aug.
	"CORDILLERE"	...10,000 ...	During 2nd part of Sept.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER.
Acting Agent,
Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	FRIDAY,	Aug. 12th, at 2 P.M.
"HAILOONG"	Capt. W. Couper	TUESDAY,	Aug. 16th, at 2 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	Aug. 19th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freigh and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,
General Managers. 8

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	20th Aug.	Singapore, Colombo & Bombay
"MANELA"	7,200	25th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	3rd Sept.	Marseilles, London & Antwerp
"KHYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"KHIVA"	9,000	14th Oct.	Marseilles, London & Antwerp
"SARDINIA"	6,600	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN"	6,100	18th Aug.	Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	22nd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	19th Sept	

SAILINGS TO SHANGHAI & JAPAN

"ARRATOON APCAR"	4,500	11th Aug. 8 A.M.	Amoy, Shanghai & Kobe.
"KHYBER"	9,000	16th Aug.	Shanghai & Japan.
"TANDA"	7,000	19th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
* "HIMALAYA MARU" Monday, 15th Aug.
* Call Marseilles

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"PANAMA MARU" Thursday, 25th Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"SAIGON MARU" Saturday, 13th Aug.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service
"BUSHO MARU" Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" (Omit Dairen) ... Tuesday, 23rd Aug.
"HAWAII MARU" Thursday, 1st Sept

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"HAVRE MARU" Monday, 15th Aug.

NEW ORLEANS LINE via SUEZ.
"HAMBURG MARU" Wednesday, 31st Aug.

JAPAN PORTS—Shanghai, Kobe & Yokohama.
"CHOSEN MARU" (Kobe direct) ... Thursday 1st Sept
"BURMA MARU" Monday, 3rd Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"AMAKUSA MARU." Sunday, 14th Aug.

TAKAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 11th Aug

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
Tel. Nos. 744 & 745 No. 1, Queen's Building. [30

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	21st Aug.	24th Aug.

SAILING SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer		To Sail
SHANGHAI	"SUNNING" ...	On 12th Aug.,	Noon.
SHANGHAI & TSINGTAO ...	"CHENAN" ...	On 13th Aug.,	4 P.M.
AMOY & SHANGHAI	"SHANTUNG" ...	On 13th Aug.,	4 P.M.
SWATOW and SINGAPORE...	"HUPEH" ...	On 15th Aug.,	Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 15th Aug.,	4 P.M.
SWATOW and BANGKOK ...	"KALGAN" ...	On 16th Aug.	10 A.M.
SHANGHAI	"SINKIANG" ...	On 16th Aug.,	Noon.
HOIHOW, PAKHOI & HPHONG	"KAIFONG" ...	On 17th Aug.,	9 A.M.
SHANGHAI	"SOOCHOW" ...	On 18th Aug.,	Noon
MANILA, CEBU & ILOILO ...	"TAMING"	On 19th Aug.,	4 P.M.
SHANGHAI & TSINGTAO ...	"YINGCHOW"	On 20th Aug.,	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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TELEPHONE 38.



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FOR VICTORIA, VANCOUVER, SEATTLE
(Calling Shanghai & Japan Ports).

	From Hongkong	Arrive Seattle
S.S. "SILVER STATE" ...	Aug. 13th	Sept. 2nd.
S.S. "KEYSTONE STATE" ...	Sept. 2nd	Sept. 22nd
S.S. "WENATCHEE"	Oct. 2nd	Oct. 22nd.
S.S. "CITY OF SPOKANE" ...	Aug. 18th	—

PASSENGER & FREIGHT
FOR TRIESTE & HAMBURG

S.S. "CHINA SEAS"... Aug. 25th —

FOR PORTLAND DIRECT

S.S. "ABERCOS" Sept. 6th —
Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

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Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

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PACIFIC STEAMSHIP CO.

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TO
SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.
PASSENGERS & FREIGHT.
FOR SINGAPORE DIRECT.

S.S. "GLYMONT" Sailing Sept. 2nd.
S.S. "CADARETTA" Sailing Sept. 15th.

FREIGHT ONLY.
FOR SAIGON.

S.S. "LAKE FARRAR"... Sailing Aug. 16th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "BELLFLOWER" ... TO NEW YORK ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

AGENTS.

TELEPHONE 2477 & 2478. 5TH FLOOR HOTEL MANSIONS.

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CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN

"VICTORIA." Aug. 20th.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.
Agents,
112, Connaught Road, Central

22 Tel. 2307

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due.
Shanghai	*Chenan* ...	11th inst.
Philippine Islands	*Silver State* ...	11th inst.
Swatow	*Shantung* ...	11th inst.
Canada, U.S.A., Japan and Manila ...	*Empress of Russia*	12th inst.
Shanghai	*Sinkiang*	13th inst.
Japan and Shanghai	*Kleist*	13th inst.

OUTWARD MAILS.

For	Per	Date.	
Amoy, *Shanghai, *North China, and *Japan	*Arratoon Apear* ...	Thursday, 11th,	8.30 A M
*Swatow, Amoy and Takao ...	*Soshu Maru* ...	Thursday, 11th,	9.00 A M
*Hoihow and *Haiphong	*Mo Hon*	Thursday, 11th,	10.00 A M
*Hoihow, Pakhoi, *Haiphong and *Tourane...	*Chekiang* ...	Thursday, 11th,	10.00 A M
*Swatow *Shanghai and *North China ...	*Tungshing* ...	Thursday, 11th,	11.00 A M
Cebu	*Ruparo*	Thursday, 11th,	11.00 A M
Swatow	*Hydrangea* ...	Thursday, 11th,	3.30 P M
Port Bayard, Hoihow and Haiphong	*Hanoi*	Friday, 12th,	8.00 A M
Haiphong ...	*Wuku*	Friday, 12th,	9.00 A M
Keelung* Shanghai, *North China, *Japan, Honolulu, *Canada *U.S.A *Central and South America, and *EUROPE via SAN FRANCISCO	*Taiyo Maru*	Friday, 12th, Registration / Letters ...	8.45 A M / 9.30 A M
Shanghai and North China	*Sunning*	Friday, 12th,	11.00 A M
Swatow, Amoy, and Foochow ...	*Haicheng*	Friday, 12th,	1.00 P M
Java via Batavia	*Tjiluwong* ...	Friday, 12th,	1.00 P M
Straits, *Bangkok, Calcutta and Aden ...	*Chaisang*	Friday, 12th,	2.00 P M
*Japan	*Tjikroom*	Friday, 12th,	2.00 P M
Philippine Islands	*Yuensang* ...	Friday, 12th,	2.00 P M
Weihaiwei, Chefoo and Tientsin	*Cheongshing* ...	Saturday, 13th,	10.00 A M
Shanghai, North China, Japan Canada, United States, Central and South America and *EUROPE via VICTORIA, B.C.	*Silver State*	Saturday, 13th, Registration ... / Letters ...	9.45 A M / 10.30 A M
Shanghai and North China...	*Chenan*	Saturday, 13th,	3.00 P M
Amoy, *Shanghai, and *N. China ...	*Shantung*	Saturday, 13th,	3.00 P M
Shanghai and North China ...	*Hangsang* ...	Saturday, 13th,	5.00 P M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Kleist*	Saturday, 13th, Registration / Letters	5.00 P M / 5.00 P M
*Swatow, *Shanghai and *N. China ...	*Kwongsang*	Saturday, 13th,	5.00 P M
Saigon	*Suisang*	Sunday, 14th,	9.00 A M
Swatow, Amoy and Keelung... ...	*Amakusa Maru* ...	Sunday, 14th,	9.00 A M
Swatow, *Straits and *Bangkok	*Hupeh*	Monday, 15th,	10.00 A M
Weihaiwei, Chefoo and Tientsin	*Huichow*	Monday, 15th,	3.00 P M
Hoihow and Haiphong	*Taksang* ...	Monday, 15th,	5.00 P M
Hoihow *Straits and *Bangkok	*Linan* ...	Tuesday, 16th,	9.00 A M
*Swatow, and *Bangkok	*Mingsang* ...	Tuesday, 16th,	9.00 A M
*Swatow and Bangkok	*Aalgan*	Tuesday, 16th,	9.00 A M
Shanghai, North China and Japan ...	*Foosang*	Tuesday, 16th,	9.00 A M
Philippine Is., Australia and New Zealand, via Thursday Island	*Aki Maru*	Tuesday, 16th, Registration ... / Letters ...	8.45 A M / 9.30 A M
Shanghai and North China	*Sinkiang*	Tuesday, 16th,	10.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ The Parcel Mail will be closed on Monday, 15th inst., at 5 p.m.	*Teiresias* ...	Tuesday, 16th, Registration ... / Letters ...	9.45 A M / 10.30 A M
Swatow, Amoy, and Foochow	*Hai Loong* ...	Tuesday, 16th,	1.00 P M
Hoihow, Pakhoi and Haiphong ...	*Kaifong* ...	Wednesday, 17th,	8.00 A M
Hoihow and Bangkok	*Kangsang*	Thursday, 18th,	9.00 A M
Shanghai and N. China...	*Soochow*	Thursday, 18th,	11.00 A M
Shanghai, N. China, and *Japan	*Inaba Maru* ...	Friday, 19th,	9.00 A M
Japan	*Tenyo Maru*	Friday, 19th,	9.00 A M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, & EUROPE via MARSEILLES	*Mishima Maru*	Friday, 19th, Registration / Letters ...	8.45 A M / 9.30 A M
Philippine Islands	*Tsaising*	Friday, 19th,	3.00 P M
Swatow, Amoy and Foochow	*Hai Hong* ...	Friday, 19th,	1.00 P M
Shanghai and North China	*Yingchow*	Saturday, 20th,	3.00 P M
Keelung, *Shanghai *North China, *Japan, *Canada, *United States, *Central and *South America, and *EUROPE via VICTORIA, B.C. ...	*Fushimi Maru*	Tuesday, 23rd, Registration / Letters ..	8.45 A M / 9.30 A M
Philippine Islands, Sandakan, Australia and New Zealand, via Thursday Island ..	*Taigwan* ...	Wednesday, 24th, Registration / Letters ..	1.45 P M / 2.30 P M
Sandakan	*Yamin*	Thursday, 25th,	11.00 A M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(Direct).

"TEUCER"	15th Aug.	London, Rotterdam & Hamburg
"TEIRESIAS"	16th Aug.	London, Amsterdam & Antwerp.
"CALCHAS"	30th Aug.	London, Amsterdam & Antwerp.
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg.
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"CYCLOPS"	19th Aug.	Havre, Rotterdam & Liverpool.
"NINGCHOW"	8th Sept.	Genoa, Marseilles & Liverpool.
"THESEUS"	20th Sept.	Marseilles, Havre & Liverpool.
"EUMAEUS"	5th Oct.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(via Kobe and Yokohama).

"IXION"	24th Aug	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	14th Sept.	
"TYNDAREUS"	5th Oct.	

NEW YORK SERVICE
(via Suez or Panama).

"ATREUS"	29th Aug.	via Suez.

PASSENGER SERVICE

"TEIRESIAS"	16th Aug.	for Singapore & London.
"ASCANIUS"	7th Sept.	for Singapore & Liverpool.
"PYRRHUS"	11th Oct.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

11

COMMERCIAL.

OPENING QUOTATIONS.

August 10th

On London.—
Telegraphic Transfer 2/7
Bank Bills, on demand 2/7
Bank Bills, at 30 days sight —
Bank Bills, at 4 months' sight 2/8
Credits, at 4 months' sight 2/9
Documentary Bills, 4 months' sight 2/9
On Paris.—
Bank Bills, on demand 610
Credits, 4 months' sight 670
On New York.—
Bank Bills, on demand 483
Credits, at 30 days sight 513
On Bombay.—
Telegraphic Transfer —
Bank Bills, on demand 201
On Calcutta.—
Telegraphic Transfer —
Bank Bills, on demand 201
On Shanghai.—
Bank Bills, at sight —
Private, 30 days' sight —
On Yokohama.—On demand 100
On Manila.—On demand—Pesos ... 98
On Singapore.—On demand 114
On Batavia.—On demand 152
On Haiphong.—On demand nom.
On Saigon.—On demand —
On Bangkok.—On demand 79
Sovereigns, Bank's Buying Rate $ 7.40 n
Gold Leaf 100 fine, per tael ... $50.00
Bar Silver per oz. 36d.

	Per cent.	
Hongkong ...10 cents piece	$0.05	Premium.
Hongkong ...50 " "	0.08	Discount
Canton ...20 " "	15.53	"
Canton ...10 " "	0.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £2,500,000
Silver $31,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. Ebbins, Esq.—Chairman.
G. M. Dodwell, Esq.—Deputy Chairman.
D.G.M. Bernard, Esq. | E.V.D. Parr, Esq.
A.S. Gubbay, Esq. | W.L. Pattenden, Esq.
Hon. Mr. P.H. Holyoak | J.A. Plummer, Esq.
A.O. Lang, Esq. | H.P. White, Esq.

Chief Manager:
Hon. Mr. A.G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, July 13th, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital £3,000,000
Reserve Fund £3,500,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [50

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital F. 100,000,000 £8,333,333
Paid-up Capital ...F. 80,000,000 £6,666,666
Reserve Fund ...F. 17,353,884 £1,446,107
Special Reserve ...F. 25,160,000 £2,096,666
Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.

Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tebing Ting
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Acting Manager.

Hongkong, August 1st, 1921. [1266

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,100,000

BANKERS:
The Bank of England,
The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

BANQUE DE L'INDO-CHINE. (FRENCH BANK).

Head Office: 15bis Rue Lafitte, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserves Funds Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921. 66

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central. HONGKONG.
Established 1919.

PAID-UP CAPITAL ... $2,000,000.00
RESERVE FUND 500,000.00

DIRECTORS:
Mr. Pong Wai Tins, Chairman,

Mr. Chow Shou Son, | Mr. Kan Ying Po,
Mr. Li Koon Chun, | Mr. Mok Ching Kong,
Mr. Fung Ping Shan, | Mr. Wong Yun Tong,
Mr. P. K. Kwok, | Mr. Chan Ching Shek,
Mr. Ng Chang Luk, | Mr. Kan Chiu Nam.

Chief Manager Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, October 1st, 1920. 81

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 8,607,678.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

TSUYEE FEI,
Manager.

Hongkong, August 10th, 1921. [73



SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY, LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

SANITARY WASHABLE
HALL'S DISTEMPER
THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL,
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA
[19

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital U.S. $4,000,000
Surplus, over U.S. $2,000,000

Head Office: NEW YORK.
Branch: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

Branches:

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

R. WEUSTHOFF,
Acting Manager.
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THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [80

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. Holum.
Asst. Manager... ...Mr. K. T. Wong
Hongkong Manager Mr. I. P. Allen.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 5 per cent., per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. 119

THE BANK OF TAIWAN, Limited.

(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) „ 45,000,000
Reserve Funds „ 9,630,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Aka.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
3, Des Vœux Road Central,
Hongkong, September 1st, 1920. [41

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